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A MASTER PLAN

**FOR THE DEVELOPMENT
OF THE CITY OF PETERBOROUGH**



**PREPARED BY E. G. FALUDI, CONSULTANT
TOWN PLANNING CONSULTANTS LTD.**

**FOR THE CITY PLANNING
COMMITTEE OF PETERBOROUGH**

CITY OF PETERBOROUGH

1947

City Council

Mayor
W. G. Ovens

Gordon Armstrong	Ralph Standish
Floyd Curtis	John E. Sullivan
Hurrell Dodds	Max Swanston
Richard Raine	Hugh Waddell
Adam Sands	Dr. Herbert Young

CITY OF PETERBOROUGH

1947

City Planning Committee

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W. G. Ovens

Chairman
Ald. James Dutton

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Ald. F. Curtis	O. Meagher
A. E. Chalmers	G. Monkman
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This report is a condensation of studies made
and material assembled in the preparation of
this program and of the preliminary reports
presented to the City Planning Committee in
.1945 and 1946.

TOWN PLANNING CONSULTANTS LIMITED

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TEL. MIDWAY 3641

A. ADAMSON, M.A., M.R.A.I.C., President

E. G. FALUDI, D.A., Managing Director

May 5, 1947.

Mr. James Dutton,
Chairman,
City Planning Committee,
PETERBOROUGH, Ontario.

Dear Sir:

We are pleased to submit herewith a report on the Thirty Year Program for the Development of Peterborough.

The purpose of this program is to serve as a guide in bringing about the orderly, efficient and economical growth of the City. Its chief objective is to make the most appropriate use of all the land and to create a pleasant environment in which both the present population and the future generation may work and live.

The program represents the result of comprehensive studies over a period of one and a half years made by the City Planning Committee, and the Planning Consultants and their staff; working with the full co-operation of the citizens of Peterborough.

At public meetings and at the Exhibition displaying the plans for the development of Peterborough, the citizens clearly showed their interest in this work, and their desire to support this program. About 8,500 people more than 25% of the total population, visited the Exhibition - no other Canadian city has shown such interest in civic affairs as Peterborough. Such public opinion and interest indicates clearly that once the Thirty Year Program has been adopted by the City Council, the implementation will not be difficult.

It should be remembered that the adoption of the plan will not, of itself, suffice to effect the recommendations. To do this will require the constant attention and effort of the Planning Board, which should be appointed in accordance with the Ontario Planning Act, 1946.

Some of the essential activities of this Board

May 5, 1947.

may be indicated as follows:

It should make detailed studies in the light of the Thirty Year Development Program.

It should submit seriously considered recommendations to the City Council and other public agencies, on all matters which come within the scope of the above mentioned Planning Act.

It should offer advisory assistance to, and co-operate with the various public agencies, civic organizations, private concerns and individuals, on all questions that may arise in connection with the development of the City and its environs. This will eliminate conflicts and secure harmony between the Plan and the aspirations of the public agencies and that of the citizens.

It should initiate and promote all the public improvements within the Plan and maintain public interest.

The recommendations of this report can be implemented and will result in a saving of money and greater happiness for the citizens.

We appreciate the whole-hearted co-operation which has been extended to us by the Planning Committee, and the valuable assistance of those who assisted us in the preparation of the Thirty Year Program for the development of Peterborough.

Respectfully submitted,



E. G. Faludi,
Planning Consultant.

EGF:cms

TERMS OF REFERENCE OF THE CITY PLANNING COMMITTEE

A. Decisions of the City Council

Report of the City Council, dated January 15, 1945.

That the City Planning Committee be named as follows:

Mayor Hamilton, Ald. Dodds, Ald. Dutton, Ald. Curtis, J. W. Pierce, A. Northover, R. H. Parsons, A. Girdwood, J. H. Eastwood, Ald. Swanston, Ald. Sands, W. R. Blackwell, G. Monkman, R. L. Dobbin, Mr. McIvor, J. E. Sullivan, H. R. Sills, two representatives of the Local Council of Women and one representative of the Allied Labour Council.

Report of the City Council, dated June 4, 1945.

That the Council accept the proposal of Town Planning Consultants as contained in their letter of February 22, 1945.

B. Recommendations of the City Planning Committee

Report of the City Planning Committee dated June 19, 1944.

That \$1,000 be placed at the disposal of this Committee by the City Council, payments to be made on the certificate of the Chairman of this Committee.

Report of the Finance Committee dated March 12, 1945.

That \$5,000 be placed in the estimate for 1945 for the purpose of Town Planning.

II SUMMARY OF RECOMMENDATIONS

1. BASIC ASSUMPTIONS

The following assumptions were made and upon these the Master Plan recommendations were prepared:

a) Planning Period: The Master Plan is designed to guide the development of Peterborough for the next thirty years. Such a period is sufficient for the implementation of a comprehensive city plan. At the same time, it remains within the range of a reasonable forecast.

b) Anticipated Population (Plates 1,2): It is assumed that within the planning period, the population of Peterborough will increase to 45,000 - 50,000.

c) Planning Area (Plate 3): It is assumed that an area of approximately 29 square miles will be defined by the Minister as the Planning Area under the Planning Act of 1946, section 2, subsections 1 and 2.

d) Subsidiary Planning Area (Plate 3): It is assumed that the area of the city of 5.13 square miles will be defined by the Minister under the Planning Act of 1946, section 2, subsection 3, for the preparation of an official plan for local purposes.

e) Urban Development Area: It is assumed that an area of approximately 2 square miles (1297 acres) comprising the undeveloped land within the City and a portion of the area to be annexed to the City from the townships of Smith and North Monaghan, could absorb the anticipated urban development. It is an area of which under section 23, subsection 1 of the Planning Act of 1946, portions may be designated for urban development by by-laws of the municipalities involved.

f) Future Area of the City (Plate 4): It is assumed that an area of about 775 acres will be annexed to the city from the townships of Smith and North Monaghan. This is the area required to house and provide for the commercial, social, and recreational needs of the expected additional population of 12,000 - 17,500. Upon the annexation of this land the area of the city will be approximately 6.34 square miles.

II SUMMARY OF RECOMMENDATIONS

2. SUMMARY OF RECOMMENDATIONS (Plate 18)

A. Planning Area:

An area of approximately 29 square miles including the city area of 5.13 square miles and approximately 24 square miles of the adjacent land (within a radius of three miles of the city) is suggested as the area over which planning authority should be established, in accordance with the Planning Act of 1946. (Section IV, 1, page 16, plate 3)

Reasons: This area is thought sufficient for the prevention of a haphazard growth of the city and the encouragement of desirable developments outside the city limits.

B. Future Area of the City:

The city should annex approximately 775 acres on its northern, western, and southern borders in the townships of Smith and North Monaghan to provide for the additional population expected in thirty years time. (Section IV, 2, page 16, plate 4)

Reasons:

- a. The expected additional population in a thirty years' period is 12,000 to 17,500. Only a small part of this can be accommodated on the land available for residential development within the present city limits.
- b. The direction of growth of the city has been north, west, and south. An extensive fringe development exists in Smith Township on the northern boundary of the city, and annexations of fringe areas in the township of North Monaghan have taken place recently.
- c. The proposed annexation areas are those areas adjacent to the city which are best served by traffic routes and which can be most easily serviced with water and sewers.

C. Zoning By-law:

The city should adopt a zoning by-law regulating the use of all land within the city limits. (Section IV, 9, page 37)

Reasons: The regulation of land use is basic to the guidance of the development of the city, for the provision of land for industrial, residential and recreational uses and for the prevention of haphazard and deleterious growth.

D. Use of Land for Industrial Purposes:

- a. To designate 250 acres of vacant land for industrial purposes.
- b. To designate approximately 25 acres of declining residential area for industrial purposes. (Section IV, 3, page 19, plate 5)

Reasons:

- a. Manufacture is the most important single factor in the economy of Peterborough, employing 54% of the total gainfully occupied in the city. In order to encourage the location of additional industries in the city, a wide variety of sites have been provided within and outside the city limits.
- b. The declining residential land zoned for industrial use is adjacent to existing industries, railway junctions and major traffic arteries. For these reasons, it is suitable for industry but could not be reclaimed for residential use of a high standard.

E. Use of Land for Commercial Purposes:

- a. To provide for the expansion of the central business district within the area bounded by King, Aylmer, Murray, Water, Brock, Sheridan, Queen and the waterfront and on the Charlotte Street frontage west to Park.
 - b. To provide 8 - 10 acres of land for petty trades and warehousing adjacent to commercial and industrial districts.
 - c. To provide 23 local shopping centres in present and future residential areas.
 - d. To replace the present market building and the south frontage of the market square with modern business buildings.
-

II SUMMARY OF RECOMMENDATIONS

- e. To relocate the public market in the vicinity of the proposed union station.
(Section IV, 4, page 21, plate 6)

Reasons:

- a. The designation of additional land for the extension of the central commercial area will both discourage the tendency to strip development along traffic arteries and provide for the orderly extension of commercial frontages as they are required by the expanding commercial requirements of a growing city. Commercial uses have already spread into all blocks designated for the central business district.
- b. Petty trades and warehousing are intermediate between commerce and industry, and will not be permissible in the central business area. The land provided for these uses is either occupied by them or by blighted residential and commercial uses.
- c. The site of the market hall and the south frontage of the market square are among the most valuable commercial frontages in the city, being at the core of the business centre. The plans for commercial buildings on these frontages coincide with plans for a new market in a different location.

F. Use of Land for Residential Purposes:

- a. To designate approximately 750 to 1000 additional acres of land for residential use within the proposed city limits.
- b. To designate approximately 40 acres of blighted residential land in the area bounded by Dublin, Aylmer, Antrim and Water Streets for redevelopment under the provisions of the National Housing Act.
- c. To encourage the development of future residential areas as complete neighbourhoods rather than individual subdivisions. (Section IV, 5, page 22, plates 8, 9)

Reasons:

- a. An additional population of 12,000 to 17,500 requires on a basis of 16 persons to the acre 750 to 1000 acres of land for residential uses.
- b. The proposed redevelopment area is surrounded by residential uses of a higher quality. Under the National Housing Act, the Dominion Government provides substantial assistance to cities that wish to undertake slum clearance projects. Other blighted areas in the city are unsuitable for redevelopment because of their location within industrial areas or along railway tracks.
- c. Residential areas on a neighbourhood pattern discourage traffic, provide an attractive layout for living, and convenient park and school facilities and shopping centres. Some of these features are obviously lacking in the present type of residential districts.

G. Use of Land for Recreational Purposes:

- a. To designate approximately 99 acres of land for park and playground purposes to serve the present and expected population.
- b. To designate approximately 10 - 12 acres of land around future industrial areas for recreational and buffer purposes.
- c. To continue the development of existing city owned parks for recreational purposes and beauty spots in the city. (Nicholls Park, Ashburnham Park, Inverlea, etc.) (Section IV, 6, page 29, plate 10)
- d. To designate a section of the R.A. Morrow Memorial Park (Exhibition Grounds) for the site of an ice hockey arena which will form part of the City's Memorial Centre.

Reasons:

- a. There are at the present time about 4 acres of park land for each thousand people in the city. Recreational authorities suggest the considerably higher standard of ten acres per thousand people. Because of its farm surroundings and summer resort hinterland which are easily accessible from the city, a standard of about 5 to 7 acres per thousand was considered sufficient.
- b. Natural features of the city such as Jackson Park, the Creek, the Lake, and the River have not on the whole been made available to the citizens for recreational use. The proposals include the preservation, the development or reclamation of these features.
- c. The northern, western, and southern residential districts do not have sufficient public park facilities. The proposals include the provision of local parks in present and future residential districts within 1/2 mile walking distance from the residences. A large park for the city as a whole at the south boundary of the city is also proposed.
- d. Industries which are surrounded by residential areas should be prevented from affecting them adversely by the provision of green belts which can also be used for recreational purposes.

II SUMMARY OF RECOMMENDATIONS

H. Use of Land for Green Belt Areas:

To designate within the future city limits 398 acres of vacant land for farm or residential uses with a maximum of one house to the acre. (Section IV, 7, page 35, plates 10, 18)

Reasons: The proposed green belt is on the western edge of the annexation area. It is in this direction that fringe developments of a low quality have been taking place which when annexed, provide additional service costs to the city out of proportion of the revenue obtained from them. The green belt will discourage fringe developments on the western border and will at the same time, constitute a land reserve.

I. Future School Sites:

To designate within the future city limits, sites for 6 public schools and a Collegiate in future residential areas. (Section IV, 8, plates 11, 18, page 35)

Reasons:

- a. There are at the present time 9 public schools and one Collegiate in the city. The 1945 registration in the public schools was 3,405 or about 13% of the total population, with an average of 440 pupils per school. The same proportion of school age children in 1975 would mean an additional school population of over 3,000 and a need for at least 6 additional schools with a capacity of 500 each.
- b. The Collegiate Institute had a 1945 enrolment of 1,230 or 3.8% of the population of the city. Its enrolment exceeded its capacity by 28%. Present overcrowding and an anticipated high school population of 1,900 indicates the necessity of a new Collegiate.
- c. Future schools have been located in residential districts in such a way as to avoid traffic barriers in school districts and to provide public school service with 1/2 mile of every home. As the present Collegiate by virtue of its location, serves the northern and central sections of the city, the new Collegiate should be situated in the southern part of the city.

J. Major Street Plan:

- a. Short Term Program: The provision of regulations for the diversion of through traffic from the central commercial area, the restriction of heavy transport routes, and the enforcement and further provision of parking regulations and minor street improvements.
- b. Long Term Program: The provision of additional highway connections, by-passing the city and entering the city by-passing the central commercial area; widening of major traffic arteries, elimination of traffic jogs; improvement of streets in the residential areas; and the provision of street systems on a neighbourhood pattern in future residential areas. (Section IV, 10, page 38, plates 12, 18)

Reasons:

- a. The diversion of traffic from the central commercial area and the enforcement of parking regulations will give a measure of immediate relief to traffic congestion in the area.
- b. The free utilization of the major street plan by heavy transport vehicles results in increased costs of maintenance to the city and is an impediment to traffic on heavily travelled arteries.
- c. The new highway connections will provide a route for through traffic by-passing the city, a route from Highway 7A to the south-west industrial area, and an alternative route to Clonsilla and Charlotte from Highway 7A outside the city limits into the business centre. These measures will relieve overloaded arteries which are at the present time carrying local, through, and inter-city traffic.
- d. Street widenings are required because the major traffic arteries are inadequate to carry the present traffic flow and will be unable to carry the additional traffic resulting from an increased population and increased number of cars.
- e. The need for the improvement of residential streets can be seen from the fact that of over 74 miles of streets less than 16 miles, principally major streets, are paved. Many residential streets have temporary surfacing.
- f. The gridiron street pattern is the basis of all present residential districts in Peterborough. It provides an unattractive layout and encourages through traffic to enter residential districts.

II SUMMARY OF RECOMMENDATIONS

K. Parking:

- a. To designate the market square and the present city hall site as a public parking area.
- b. To provide public parking space in the area bounded by Aylmer, Hunter, George, and Charlotte by the clearance of blighted business and residential lots behind business frontages.
- c. To provide public parking space in the area bounded by George, Sherbrooke, Aylmer, and Charlotte opening on King Street by the clearance of blighted business and residential lots, behind the Charlotte Street frontages. (Section IV, 11, page 43, plates 7,15)

Reasons:

- a. There is an acute lack of parking space in the business centre, only two acres of off-street parking being available, or accommodation for about 200 cars. As curb parking increases traffic congestion, the need is for additional off-street parking space in the immediate vicinity of the business centre.
- b. The proposed removal of the city hall and the public market will leave these sites open for other uses. As they are behind business frontages at the core of the business centre, they are ideal for parking purposes.
- c. Low land coverage, dilapidation of buildings and low assessments make the carving out of parking areas behind the Charlotte Street frontages feasible, while the location of these areas is excellent for downtown parking.

L. Railway Improvements:

- a. To remove the CNR tracks from Bethune Street and replace them with a new line north of the city joining the CPR tracks along the proposed park system on the Otonabee River.
- b. To erect a union station on the site of the present CPR station. (Section IV, 12, page 45, plate 16)

Reasons:

- a. The Bethune Street main line and the Lindsay and Lakefield branches from it impede east - west traffic on major traffic arteries and are a source of deterioration to the residential area which they traverse. They do not serve important industrial areas.
- b. The desirability of a union station is indicated by: the unnecessary duplication of services involved in the operation of two separate stations; the proposed removal of the Bethune Street tracks which serve the CNR station; the inadequate character of the present CPR station, which is not in keeping with the status and growth of the city.

M. Bus Terminal:

To designate about one half acre of land adjacent to the future union station for the building of a bus terminal. (Section IV, 13, page 47, plate 18)

Reasons: The present bus terminal, consisting of a temporary office and parking space, is not suitable for the needs of the present and future population. The advantages of the centralization of passenger transportation services indicate the desirability of a location adjacent to the proposed union station.

N. Airport Facilities:

To acquire 2,500 acres of land and provide for an airport about 3 miles west of the City limits, and to divert the highway crossing the land (No. 28) to the south of the airport. (Section IV, 14, page 47, plates 3, 18)

Reasons: Peterborough as a growing industrial city needs air transportation services. The proposed location is suitable in size and topography for development as a public airport and will have direct access from Highway 7A.

II SUMMARY OF RECOMMENDATIONS

0. Civic Centre:

To designate the block bounded by Brock, George, McDonnell and Water Streets for a civic centre, to include a city hall, a civic auditorium and art gallery, and an extension to the public library. (Section IV, 15, page 48, plates 11, 17)

Reasons:

- a. The present city hall is inadequate for the present and future administrative functions of civic government. Money is available for the building of a new city hall.
- b. The need for a civic auditorium and art gallery has been publicly expressed by a group of organizations representative of a substantial section of the citizens.
- c. A civic and cultural centre in a suitable setting and location offers great advantages in providing both economy of operation and a focus of civic life.
- d. From the point of view of centrality, access and surroundings, the block in which the public library is situated is excellent for this purpose.

III BASE MATERIAL FOR PLANNING

1. DETERMINING FACTORS IN THE DEVELOPMENT OF PETERBOROUGH

The future development of Peterborough depends on those factors which have contributed to its past and will remain operative in the future, and on new factors which can replace those no longer effective.

A. Stages in the Development of Peterborough

Early Settlement 1825 - 1840: The location of the townsite of the present city of Peterborough in 1818 was at the head of navigation on the Otonabee River. At this time the only lines of communication were the waterways. Consequently, the Otonabee River formed the only means of access to the undeveloped interior of Ontario which was rich in the natural resources of timber, fertile soil, and water power. By its location, the development of Peterborough was implied in broad outline. The power and transportation offered by the river, the vast tracts of valuable timber, the fertility of the land, and its location as a distributing point were all important assets in the development of the city.

The early settlers were immigrants from the British Isles. Most of them settled on the land, but some preferred to stay in the town and work their trades, and formed the nucleus of the present commercial and industrial developments.

Lumber Era 1854 - 1884: As logging operations moved along the waterways into the interior, the operators reached Peterborough, which was the natural centre of the industry above Rice Lake, as early as 1838. The influence of this industry on the town is indicated by the fact that from 1840 to 1850 the population rose from 900 to 3,180. Peterborough County was for many years one of the leading lumber districts. For 60 years the principal source of development of the town was the stripping of the surrounding forests.

Another factor in the development of this period was the construction of the Cobourg and Peterborough railway in 1854. This facilitated the shipping of sawn lumber which had become the principal product for export.

The subsequent construction of other railways, the most important of which was the Canadian Pacific linking Ontario and Quebec, increased the influence of the town as a distributing centre.

It was during this era that the foundation was laid for the development of industries. The readily available water power and a large number of skilled craftsmen encouraged the establishment of manufacturing plants.

Manufacturing Period 1900 - 1945: By 1900 the lumber industry had faded in importance and manufacturing had come to the fore as the economic basis of the city. Many of the smaller industries disappeared, but an influx of foreign capital gave industry a much needed stimulus. In spite of the advantageous location, cheap power, and ample transportation facilities, the growth of the city during the manufacturing period has been very slow, except for the years of the two world wars, when some of the major industries underwent considerable wartime expansion.

B. Factors Contributing to Future Development

Of those factors which induced industrial growth in the past, the following are still operative: its central location as a distributing centre; the suitability of its site for industrial and residential development; cheap power; and its accessibility by rail and motor transport.

It is within the powers of the municipal authorities to provide new, or improve existing incentives to the growth of the city in the following ways:

- 1) The opening of additional industrial areas on vacant land within and outside the city boundaries.

- 2) The development of new residential areas on vacant land and the redevelopment of blighted residential areas.

III BASE MATERIAL FOR PLANNING

- 3) The improvement of the central commercial area and of the market facilities.
- 4) The improvement of highway connections and of the major street system. The provision of adequate central off-street parking facilities.
- 5) The solution of the railway problem to overcome one of the major impediments for improvement and development.
- 6) The construction of a regional airport.
- 7) The development of cultural and physical recreational facilities.
- 8) The adoption of an official plan for the control of all land uses and for the guidance of physical developments inside the city and in the surrounding area.

2. FUTURE POPULATION OF PETERBOROUGH

Peterborough has grown steadily from its early settlement although the rate of growth has fluctuated considerably in various periods. The population growth from 1871 to 1941 follows: (Plate 1)

<u>Year</u>	<u>Population</u>	<u>% Increase</u>	<u>Year</u>	<u>Population</u>	<u>% Increase</u>
1871	5,808	1911	18,360	42.6
1881	8,078	39.1	1921	20,994	14.4
1891	11,391	41.0	1931	22,327	6.4
1901	12,886	13.1	1941	25,350	13.6

By 1946 the population had grown to 33,311, an increase in 5 years of 31.4%.

The years of greatest growth have been: a) 1868 to 1875, the period of the thriving lumber industry; b) 1902 to 1913, the period of the influx of manufacturing capital; c) 1937 to 1945, the period of industrial recovery and national war production.

There is an exceptionally low percentage of foreign born population, only 2.86%, while Canadian born are 85.15% and British born are 11.99%.

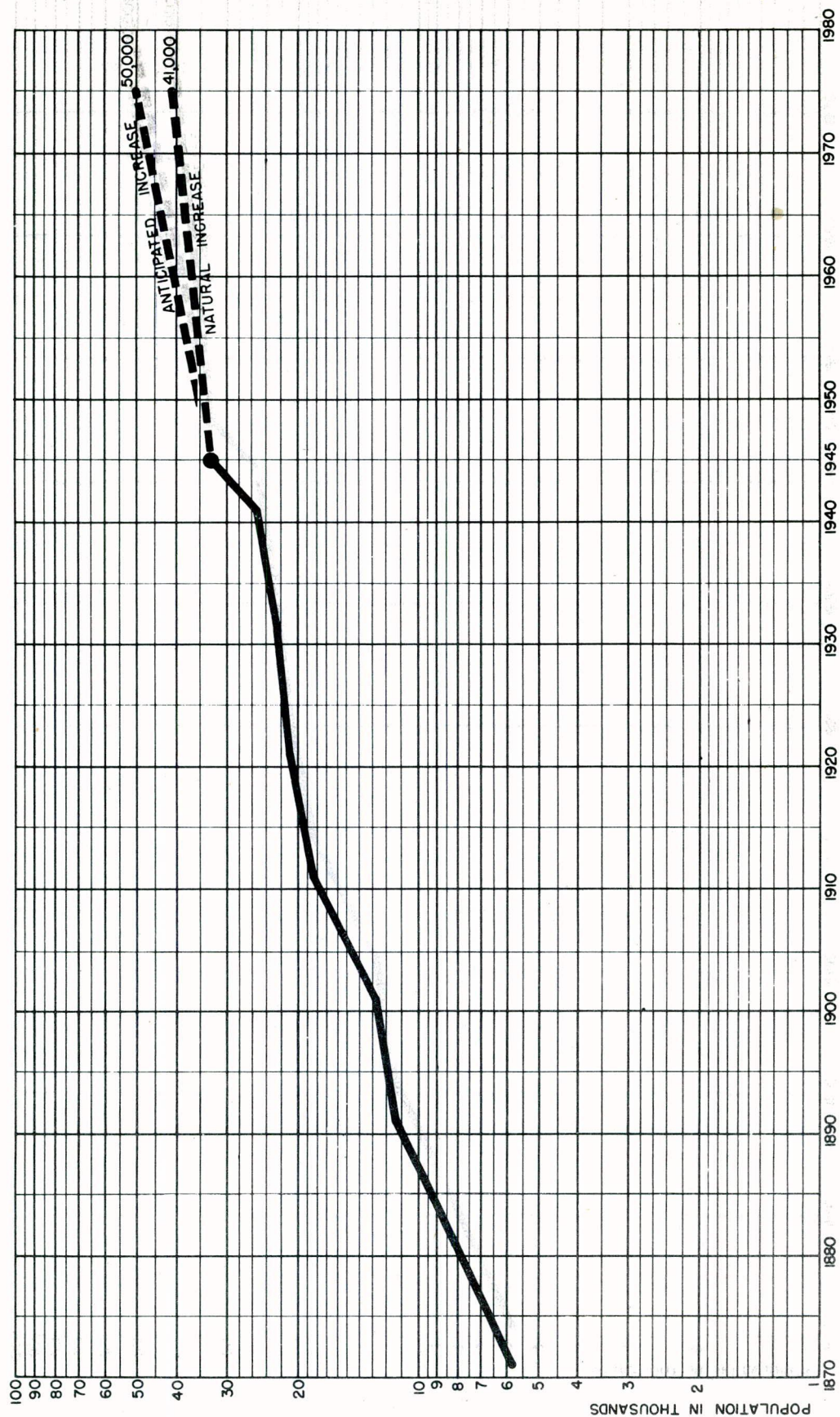
Peterborough has a young population, 59.3% are under 35 years of age; 7.6% are of the ages 0 - 4 years; the school age population (5 - 19) is 23.7%; the population of working age (20 - 64) is 60.0%; and the population of child bearing age is 40.1%. The proportion of males to females in the city is 100 to 102.5. The average yearly birth rate over the last 10 years has been 19.86 per 1000; the marriage rate has been 11 per 1000; and the rate of natural increase has been 8.32 per 1000. (Plate 2)

Population Forecast (Plate 1)

The sources of population growth in Peterborough in the past have been natural increase (excess of births over deaths), rural immigration, and immigration from abroad. As foreign immigration depends on the policy of the federal government and might be changed at any time, no allowance has been made in the forecast for increase from this source.

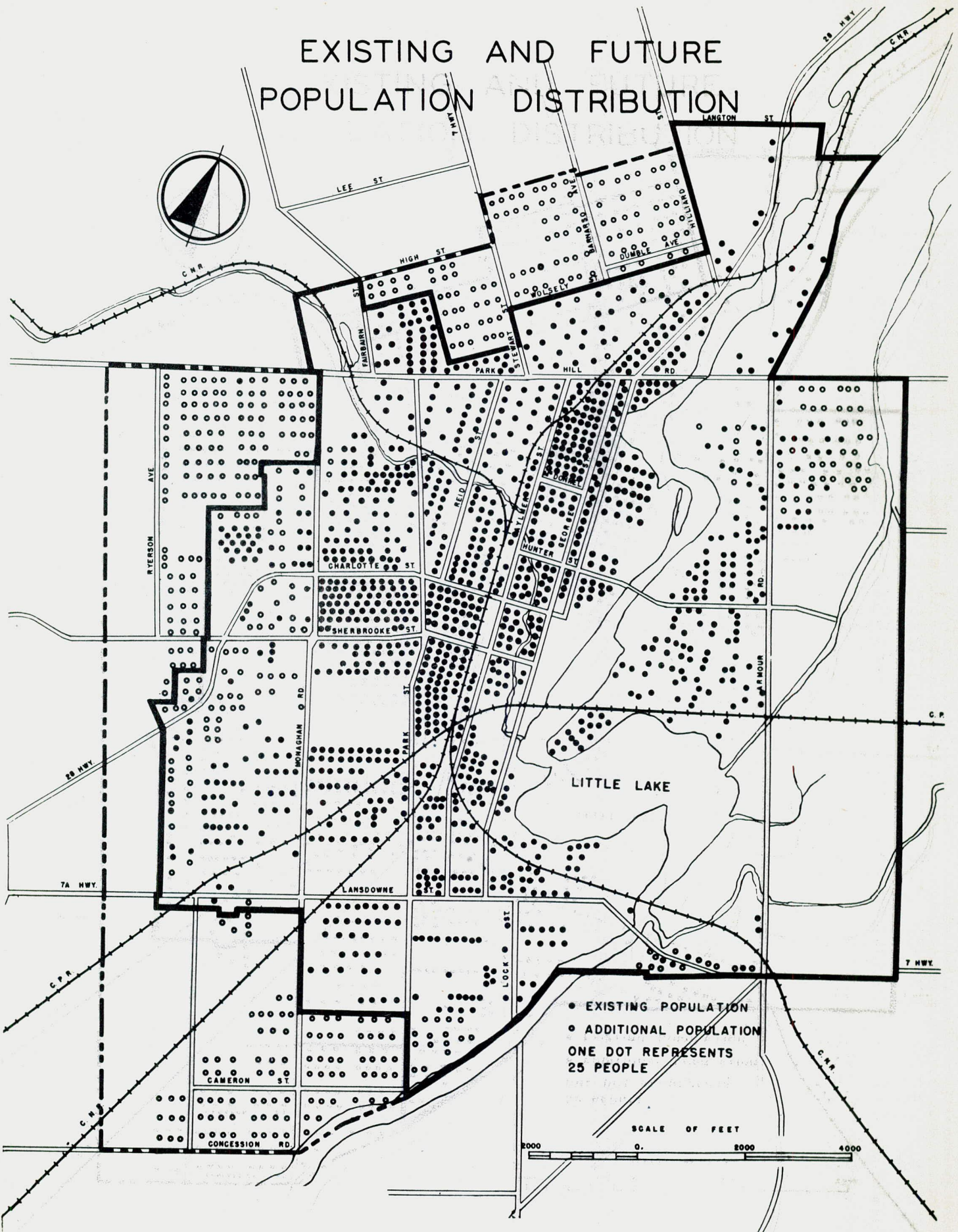
The principal source of increase in a city like Peterborough is natural increase. Taking the average rate of natural increase for the past 10 years, and projecting this rate for 30 years into the future, results in population of 41,000.

In addition to the natural increase, the population will increase due to rural immigration resulting from the increased employment offered by the city. While no accurate method is available for this prognostication, it is assumed that, at the rate of the last decade, by the end of the planning period some 9,000 persons will move into the city, providing a total population of 50,000 in 1976. The projection of the average rate of the growth of the city for the past 45 years also indicates a population of 50,000 in 1976.



CITY OF PETERBOROUGH
POPULATION GROWTH AND FORECAST

EXISTING AND FUTURE POPULATION DISTRIBUTION



III BASE MATERIAL FOR PLANNING

Value of the Population Forecast

This estimation should be considered in the light of the population studies of Canada made by the Dominion Bureau of Statistics:-

"The value of population projections lies, not in their prophetic qualities, for it cannot be too strongly emphasized that no attempt is made to predict what the total population of a community will be at some future date, but in their examination of what consequences must ensue if no unforeseen agencies intervene to affect drastically past trends. From this examination, it is possible to suggest the general factors which must be taken into account before any attempts be made to change the size of the population, either through migration or by alteration of birth or death rates".

'The Future Population of Canada'
Bulletin No. F 4,
Dominion Bureau of Statistics, 1946.

3. ECONOMIC BASE

Of a population of 25,350 in 1941, 10,935 were gainfully occupied. The following table give a breakdown of this figure, and a comparison with the previous decade:

	1941		1931	
	No.	%	No.	%
Agriculture, Fishing, Mining, etc.	137	1.25	105	1.2
Manufacture	5,920	54.14	4,072	47.0
Construction	476	4.35	512	5.91
Transportation	363	3.32	514	5.92
Trade	1,574	14.39	1,257	14.5
Finance	285	2.61	236	2.71
Service	1,970	18.02	1,689	19.46
Unspecified	210	1.92	298	3.3
	10,935	100.00	8,683	100.00

It can be seen that the only substantial percentage increase is in manufacturing. Construction, transportation, and services dropped slightly, while the others showed very little change.

The primary base of the economic structure of the city is its industries, which directly support the majority of the population, and indirectly support the other occupations. Manufacture employed 4,072 or 47.0% of those gainfully occupied in 1931, and 5,920 or 54.14% of the gainfully occupied in 1941.

Although the Canadian General Electric employs about one third of those engaged in manufacture, there are a total of 82 manufacturing establishments in the city, covering such diverse products as electric motors, generators and appliances, outboard marine engines, cereals, yarns, clocks and watches, hardware, boats and canoes, dairy equipment, and a score of other products. Peterborough ranks 33rd among Canadian cities in population, but it stands 13th in the value of its manufactured goods.

This highly diversified nature of its manufactures, none of which is of a seasonal nature, lends stability to the economic life of the city. This contrasts with a single industry city like Windsor which is dependent on the automobile industry, and a basic industry city like Hamilton which is dependent on iron and steel production. These two cities showed the lowest employment index during the economic depression.

Peterborough's situation as a distributing centre and as the gateway to the resort district of the Kawartha Lakes is reflected in the higher than normal percentage engaged in trades and services. Kitchener, for example, in 1941 had 12.04% engaged in trade and 14.75% engaged in services, whereas the figures for Peterborough are 14.39% and 18.02% respectively.

III BASE MATERIAL FOR PLANNING

Peterborough is well served with transportation facilities. Four branch lines of the Canadian National Railway radiate from the city, and it is on the main line of the Canadian Pacific Railway. Provincial highways No. 7, 7A, and 28 converge on the city and a large percentage of the freight is handled truck-trailers and transports. Peterborough is also situated on the Trent Canal and is the site of the world's largest hydraulic lift locks. While the canal is not significant in the industrial life of the city, it remains as a very important tourist attraction.

IV MASTER PLAN PROPOSALS

IV MASTER PLAN PROPOSALS

1. PLANNING AREA

Recommendation:

To establish, under the provisions of the Planning Act of 1946, a planning area of approximately 29 square miles, to include the city area of 5.13 square miles and approximately 24 square miles of the adjacent land within a radius of 3 miles of the city. (Plate 3)

Explanation of Recommendation:

The Planning Act, 1946, of Ontario provides as follows:

Section 2, subsection 1: Where a council is desirous of having an official plan, it shall make application to the Minister who may define and name a planning area.
Section 2, subsection 4: In defining the scope and general purpose of the official plan, the Minister shall have regard among other matters to the requirements of the planning area for drainage, land uses, communications and public services.

A planning area within a radius of three miles of the city is thought sufficient for the co-ordinating of developments in the city and the adjacent municipalities and for the prevention of a haphazard growth of the city outside its political boundaries.

The proposed planning area includes the following:

1. All of the land of the City of Peterborough,;
2. All that part of the Township of Douro lying to the West of the allowance for road between Concessions 10 and 11;
3. All that part of the Township of Otonabee lying to the West of the allowance for road between Concessions 10 and 11, and North of the Southerly limits of Lots 23;
4. All that part of the Township of North Monaghan lying to the North of the allowance for road between Concessions 9 and 10 and East of the allowance for road between Lots 6 and 7;
5. All that part of the Township of Smith lying to the East of the allowance for road between Lots 6 and 7 in Concessions 1 and 2, together with all lands East and West of the Communication Road lying to the South of the allowance for road between Lots 4 and 5.

2. FUTURE AREA OF THE CITY

Recommendation






To annex approximately 775 acres in the townships of North Monaghan and Smith to provide for the additional population expected in thirty years time on a basis of 16 people per acre. (Plate 4)

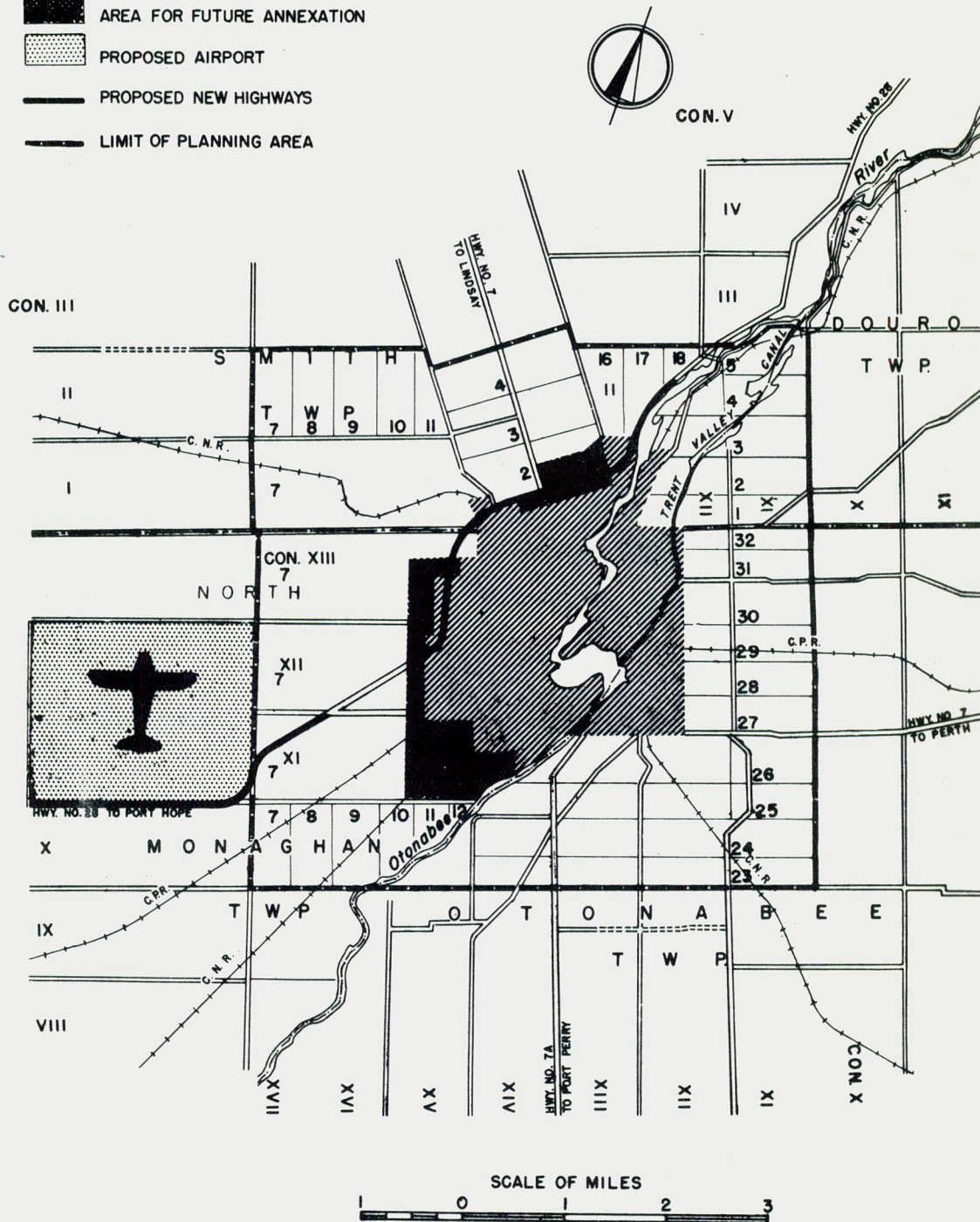
Explanation of Recommendation

Land will be required outside the present city limits for residential, park, industrial and institutional purposes. About 750 - 1,000 acres of land suitable for residential development will be needed by an additional population of 12,000 - 17,500, of which only 312 acres are available within the present city limits. Proposed parks within the annexation area aggregate 56 acres, institutional uses 20 acres, and industrial uses 32 acres. The remainder of the area annexed will constitute a green belt and land reserve for the city.

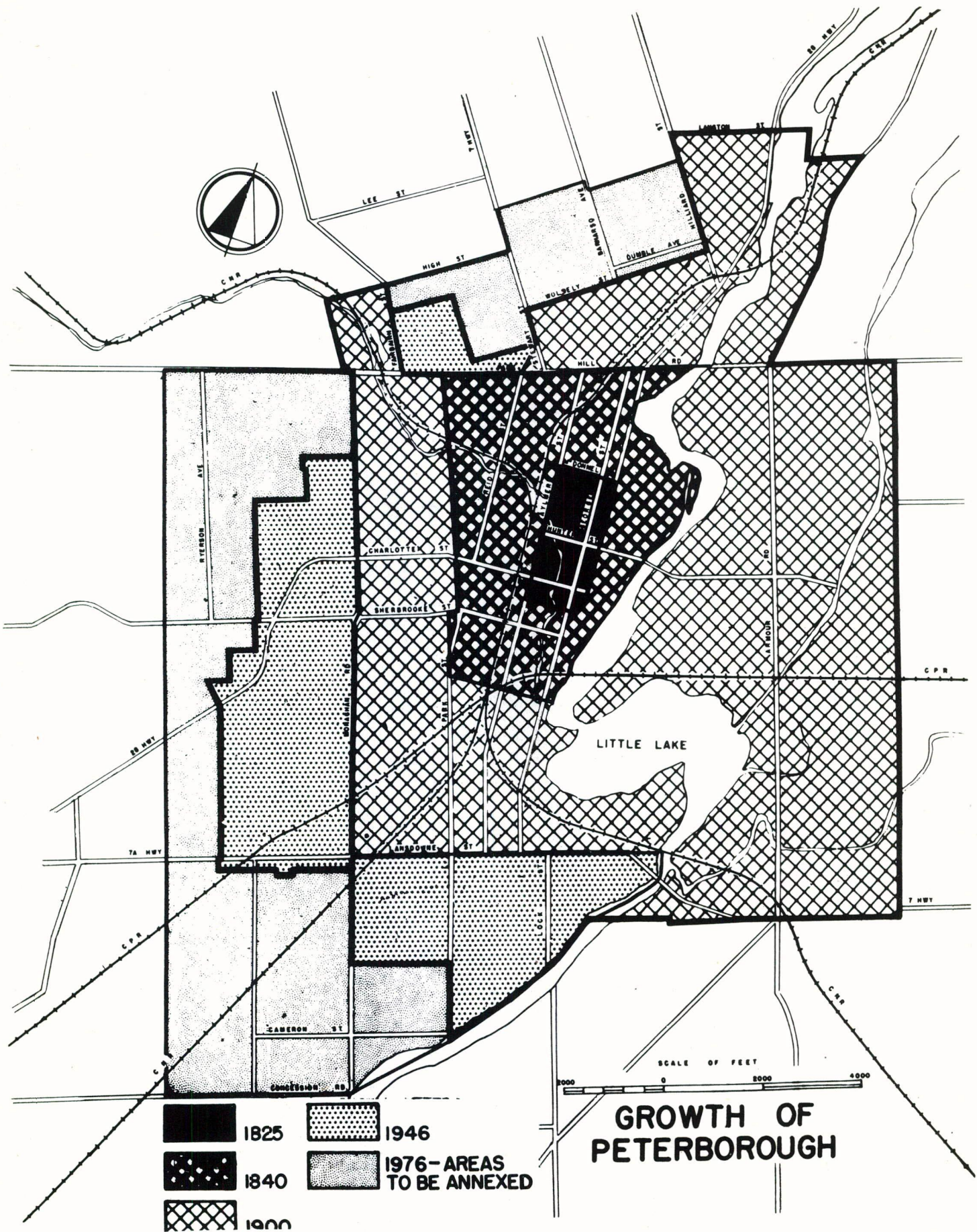
The direction of annexation is indicated by present conditions and the past growth of the city. A fringe has already begun to develop in the township of Smith, north of Park Hill Road, a condition which indicates the advisability of annexing land on the north boundary of the city. The trend of residential and industrial development to the west and south-west over the past 45 years and the recurrence of fringes on the south and west boundaries of the city despite repeated annexations indicates the

LEGEND

-  CITY OF PETERBOROUGH
-  AREA FOR FUTURE ANNEXATION
-  PROPOSED AIRPORT
-  PROPOSED NEW HIGHWAYS
-  LIMIT OF PLANNING AREA



THE PETERBOROUGH AND SUBURBAN PLANNING AREA



IV MASTER PLAN PROPOSALS

advisability of annexing land in the township of North Monaghan,

The proposed future boundaries of the city are:

- South - Concession Road, the Otonabee River, and the present city limit east of the Otonabee.
- West - a line 2,200 feet west Erskine Avenue and 975 feet west of Ryerson Avenue, and the west boundary of Jackson's Park, and No. 7 highway.
- North - Park Hill Road, north High Street, Millburn Street, Lee Street, Langton Avenue, and the present city limit east of the Otonabee River.
- East - the present city limit.

3. USE OF LAND FOR INDUSTRIAL PURPOSES

Recommendation:

To designate 250 acres of vacant land for industrial purposes. To designate approximately 25 acres of declining residential area for industrial purposes. (Plate 5)

Existing Conditions:

About 312 acres of land in Peterborough are used for industrial purposes, 9.17% of the total land in the city and 12.4% of the developed land.

The majority of industries are south of Sherbrooke Street west of the Otonabee River, where the flatness of the land, accessibility to commercial and residential areas and the commercial centre and the existence of three railway lines provide excellent sites for industries. The waterfront on the west side from Rink Street to north of London Street is utilized for industrial purposes, and scattered industries occur along Bethune Street, on the fringe of the business district, on Jackson's Park Creek, on the CNR Lindsay line and the CNR Lakefield line north of Park Hill Road. In East City the Western Clock Company occupies about 12 acres adjacent to Ashburnham Memorial Park.

Explanation of Recommendation

Basic Policy

- a. Manufacture is the most important single factor in the economy of Peterborough, employing 54% of the total gainfully occupied in the city. In order to encourage the location of additional industries in the city, a wide variety of sites have been provided.
- b. In the choice of future industrial sites, the following factors have been taken into consideration: the location of existing industries; the location of present and future railway and highway facilities; the distribution of industries in the city (an overloading of the street system by too heavy a concentration of industries in one area should be avoided); and the planning for the balanced growth of the city as a whole.
- c. The policy has been followed of establishing a 50' green belt as a buffer in all future industrial areas abutting on existing or future residential areas.

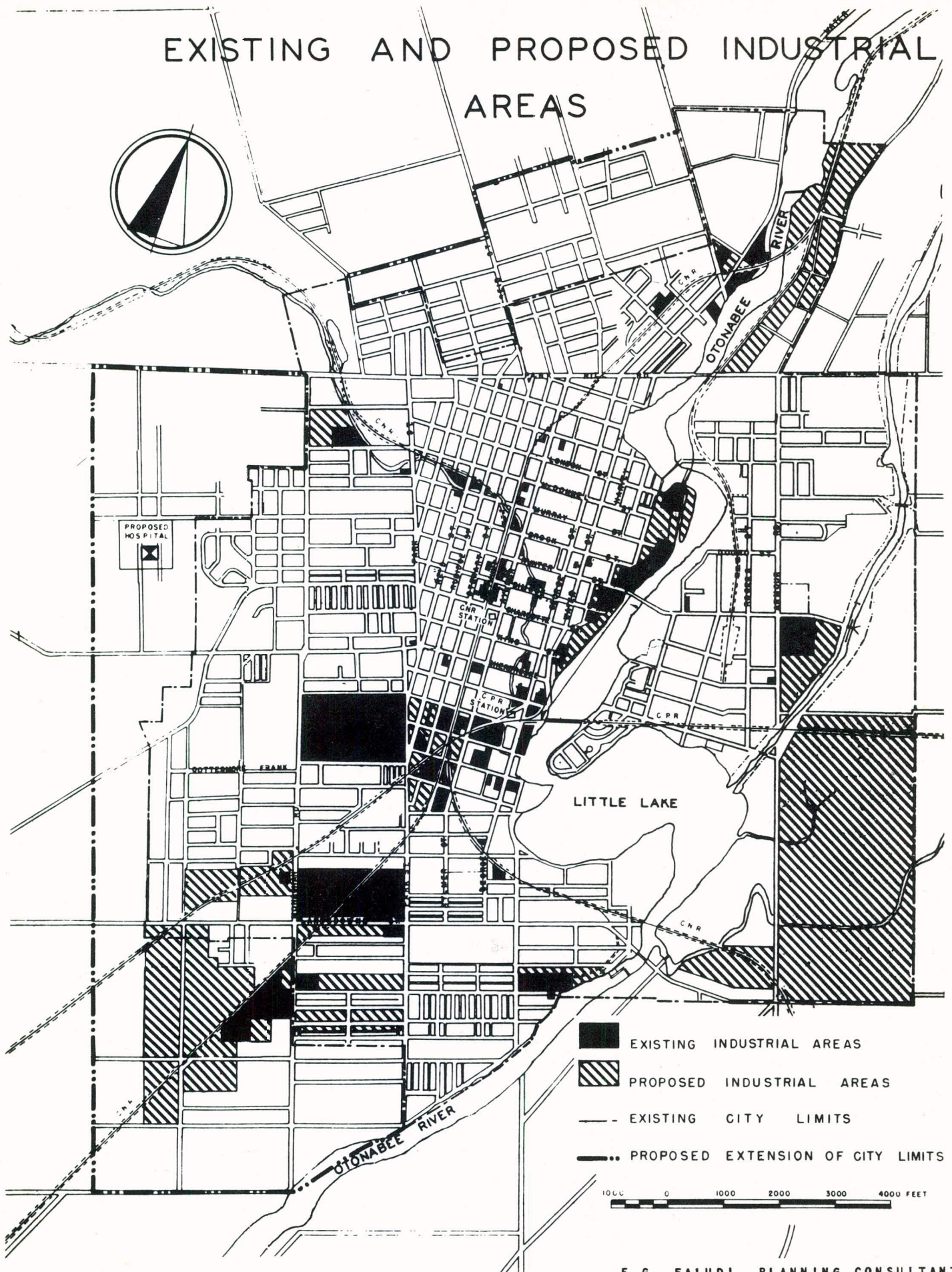
Sites on Vacant Land:

The location of the vacant land to be designated for industrial use is as follows:

- | | |
|---|------------|
| a. Southern locations, principally west of Park | 98.0 acres |
| b. North-west, between McDonnell and Bonaccord | 7.4 " |
| c. North, between Anson and Hilliard | 1.75 " |
| d. East City, north of Park Hill Road | 52.7 " |
| e. East City, south of Hunter | 291.0 " |

A large area of vacant land and farm land south of Maniece and east of Armour Road has been zoned for industry (area 257 acres). This section of the city has shown little tendency to develop. By zoning it for the least restricted uses, the city will give more encouragement to its development than by designating it for more restricted uses. Much of the land is suitable for industrial sites.

EXISTING AND PROPOSED INDUSTRIAL AREAS



IV MASTER PLAN PROPOSALS

Sites on Blighted Residential Land:

The declining residential area to be designated for industrial use is within the boundaries of Lake, Park, Wolfe and Aylmer Streets. It is adjacent to existing industries, railway junctions and major traffic arteries; for these reasons it is suitable for industry but could not be reclaimed for residential use of a high standard.

4. USE OF LAND FOR COMMERCIAL PURPOSES

Recommendation:

To establish the limits of the future downtown business district. To replace the present market building and the south frontage of the market square with a modern commercial building, and to relocate the public market in the vicinity of the future union station and bus terminal. To provide use districts for petty trades and warehousing, adjacent to commercial and industrial areas. To provide local shopping centres in present and future residential areas. (Plate 6)

Existing Conditions:

Commercial uses occupy about 60 acres of the 3,279 acres of the city, or 1.8% of the total land and 2.4% of the developed land.

The central commercial area, the business and financial centre serving the city as a whole, has a developed acreage of 225 acres with 12,000' effective frontage. Stemming from the intersection of George and Charlotte Streets, along the principal traffic arteries in the city, it lies principally in the area bounded by King, Aylmer, Brock, Water and Queen Streets.

The commercial centre is north-east of the centre of the developed area of the city as a whole. It has been blocked on the south by the CPR main line, on the west by the CNR Bethune Street tracks, and on the east by the industrial properties on the waterfront. These barriers have forced the commercial centre to grow in a northward direction. The armouries, Confederation Square and the Collegiate, and the library building constitute a potential barrier on the north.

Strip developments have occurred on George Street north to Park Hill Road and on Charlotte Street west to Park Street.

At the core of the commercial centre, on the north-east corner of Charlotte and George Streets, is the market hall, and behind it is the market square. The market hall is antiquated and inconvenient for market purposes. It occupies one of the most valuable commercial frontages in the city. The market square is an unimproved space of about 40,000 square feet, bounded by Charlotte Street, a lane behind the commercial frontages on George Street, the city buildings on Simcoe Street and by Water Street. On non-market days, it is used as a down-town parking area. On market days, the location of the public market increases traffic congestion in an already overloaded area.

The central commercial district merges on the east with the riverfront industrial properties, on the west with semi-commercial uses such as small trades and storage yards, and on the south with a declining residential area, small trades and industries.

Neighbourhood shopping centres are scattered throughout the city. The only residential shopping district of any size and compactness is that on east Hunter Street servicing East City. South of Perry Street and east of Park, stores occur too frequently. North of Wolfe and west of Park, and north of Park Hill Road, residential districts have almost no shopping facilities. The haphazard scattering of commercial establishments in residential districts means instability of property values and often a location disadvantageous both to the proprietor and to the people of the district it is intended to serve

Explanation of Recommendation:

1) The boundaries of the future central commercial area are King, Aylmer, Murray, Water, Brock, Sheridan, Hunter and Queen Streets and the industrial properties on the waterfront between Charlotte and King. The total acreage is 54½ acres and the frontage is 21,300'.

IV MASTER PLAN PROPOSALS

The specification of the central commercial area will both discourage the tendency towards strip developments along traffic arteries and provide for the orderly extension of commercial frontages as they are required by the expanding commercial activities of a growing city. Commercial uses have already spread into all blocks designated for the central business district.

2) The City has for some time recognized the inadequacy of the public market and has had plans drawn up, in consultation with Dominion and Provincial market economists, for a new market with more adequate arrangements in another location. The removal of the market, along with the proposed relocation of the city hall (section IV, 15 of this report) would provide the opportunity for the replanning of almost an entire block at the heart of the commercial centre.

The proposed use of the land thus obtained is shown on Plate 7. It includes the following features:

- a. A commercial site on Charlotte Street between George and Water with an area of approximately 16,225 square feet.
- b. The widening of Charlotte Street on the north side between George and Water by 30 feet.
The widening of George Street on the market hall frontage by 10 feet.
The widening of Water Street on the west side from Charlotte to Simcoe by 10 feet.
- c. A 25 foot lane behind the George and Charlotte Streets frontages entering Simcoe and Water Streets.
- d. A public parking area of 28,800 square feet with accommodation for 86 cars.

The advantages of this plan are:

- a. The provision of a valuable commercial site which will be a source of revenue to the city and the opportunity for the construction of a modern commercial building by private enterprise which would be an attractive focus at the main intersection in Peterborough.
- b. The improvement of traffic flow in a congested area by the widening of major streets.
- c. The provision of badly needed public parking space in the business centre.

The removal of the public market from its present restricted area and outmoded building will permit the provision of a modern market which would produce a revenue for the city. A location in the vicinity of the future union station and bus terminal would ensure centrality, transportation, and convenience to the down-town area.

3) There are 8 - 10 acres provided for small trades and storage west and south of the business centre and on the south of the proposed industrial area in East City.

Petty trades and warehousing are intermediate between commerce and industry and will not be permissible in the central business district. The land provided for these uses is either occupied by them or by declining residential and commercial uses or is vacant land. The locations are adjacent to commercial and industrial areas and to traffic routes and railway transportation facilities.

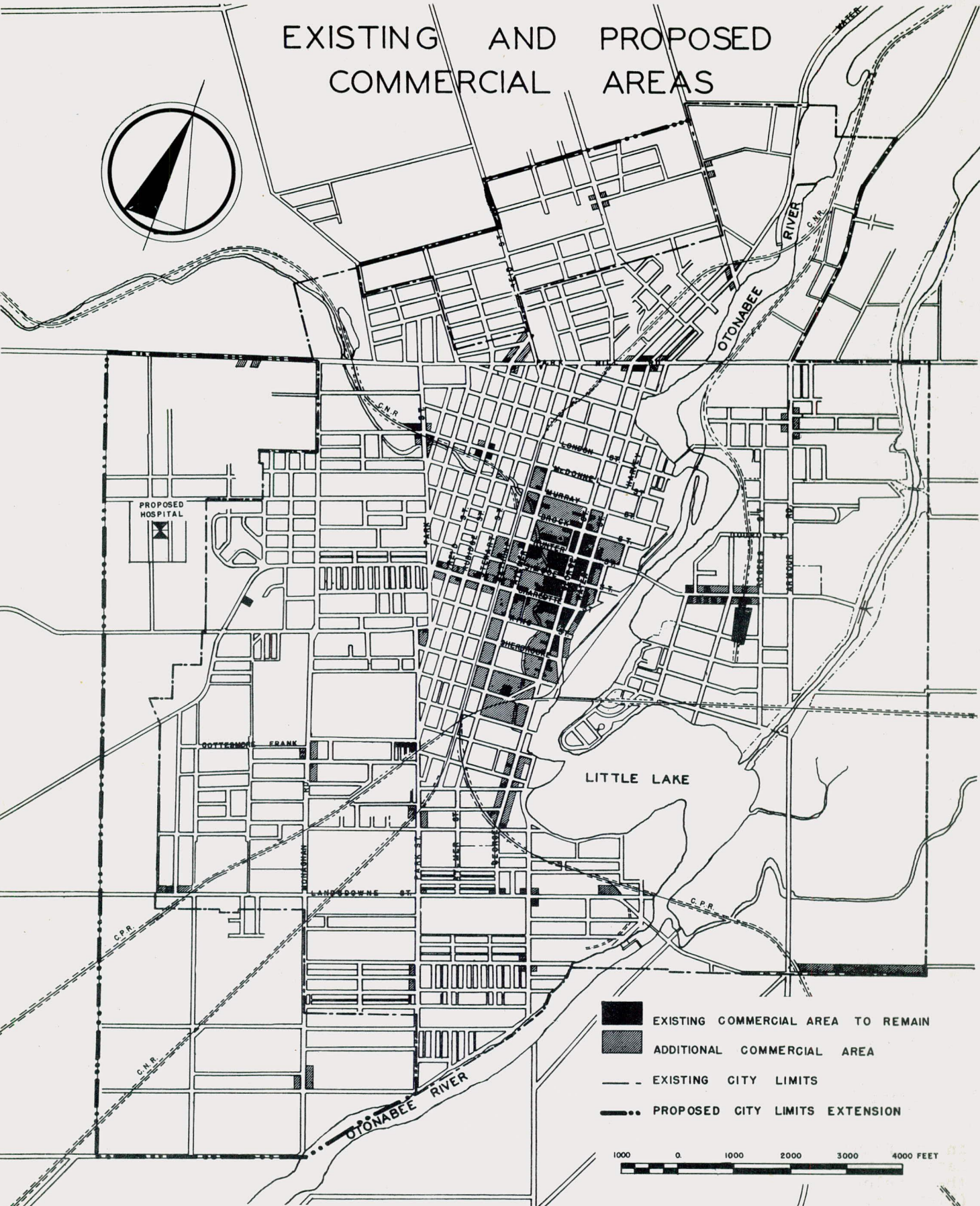
4) Neighbourhood shopping centres have been provided in 23 locations throughout the present and future area of the city. In the designation of land for local shopping facilities, a compromise has been made between existing conditions and the planning standard of $\frac{1}{2}$ mile service radius. All present and future residential areas will be within $\frac{1}{2}$ mile of shopping centres.

5. USE OF LAND FOR RESIDENTIAL PURPOSES

Recommendation:

To designate approximately 750 - 1000 acres of land for residential use within the future city limits. To designate approximately 20 acres of blighted residential land for redevelopment under the provisions of the National Housing Act. To provide for the development of future residential districts on a neighbourhood type of pattern. (Plates 8, 9)

EXISTING AND PROPOSED COMMERCIAL AREAS



- EXISTING COMMERCIAL AREA TO REMAIN
- ADDITIONAL COMMERCIAL AREA
- EXISTING CITY LIMITS
- PROPOSED CITY LIMITS EXTENSION



E.G. FALUDI, PLANNING CONSULTANT
TOWN PLANNING CONSULTANTS LTD.
MAY 1947

CITY OF PETERBOROUGH

PLATE 6
PAGE 23

IV MASTER PLAN PROPOSALS

Existing Conditions:

Peterborough's 33,000 people live on about 1,120 acres of land, including residential streets, or 34% of the total area of the city and 45% of its developed area. The average density for residential land use throughout the city is 28 people to the acre.

Single family detached dwellings occupy nearly 90% of the land used for residential purposes, duplexes occupy about 7%, row houses 2%, and apartments 1%. The majority of the duplexes, apartments and row houses are in the older part of the city within the boundaries of Lake and Park Streets and Park Hill Road.

The City Assessor's reports for 1944 and 1945 showed a total of 7,816 dwelling units including the North Monaghan annexation. Of these, 82.9% were classed as single family houses, 6.8% duplexes, 7% as apartments and 3.3% as single apartments (apartments over stores etc.) The average size of house is 6.1 rooms and the average occupancy is 4.2 persons per dwelling (Dominion Bureau of Statistics Housing Census of 1941). Tenancy was approximately 49% in 1944 according to the Assessor's report.

The residential districts have grown up on the basis of the gridiron street system, which is the predominant street pattern in the city. Consequently, with the exception of wartime housing, there are no well defined residential communities. Residential districts fade imperceptibly into each other and into other types of use districts, so that little basis exists for the growth of community activity on a neighbourhood basis. The grid street system encourages through traffic, school districts are frequently traversed by traffic barriers, and some areas lack playground and park facilities.

The direction of residential development of the city in the twentieth century has been predominantly south and west. Almost the whole area south of Townsend and west of Park Street has been developed in the past 45 years. Fringe developments in the township of North Monaghan annexed to the city in 1945 included over 1,000 dwelling units. Some developments have taken place north of Park Hill Road - a fringe is now growing up north of the city limits - but comparatively little east of the Otonabee. The city as a whole has been growing lop-sided with reference to the central commercial area because of the pronounced tendency to development in a south and west direction.

The condition of the residential areas in the city, according to a survey made by the Planning Staff in 1946, is as follows:

- 27.2% of the total residential areas are sound,
- 38.5% of the total residential areas are vulnerable,
- 34.3% of the total residential areas are declining or blighted.

Sound residential blocks are characterized by adequate buildings, lots, and facilities, good maintenance, and quiet residential streets. The principal sound areas are south of Lansdowne east of Park; north of Sherbrooke west of Park; north of Park Hill Road; and south of Sophia. (East City)

Vulnerable residential blocks have most of the characteristics of sound areas; some symptoms of incipient decline may be present, but most frequently they are threatened by declining conditions or alien uses on the adjacent streets. Vulnerable areas were found in every section of the city.

Decline in residential blocks is indicated by such conditions as inadequate maintenance, overcrowding of the land, the intrusion of alien land uses, and heavy traffic. The principal declining areas are within the boundaries of Lansdowne, Park Street, and Park Hill Road. There are also a number of declining blocks in the south-west between the CNR tracks and Albert and Frank Streets and in East City north of Munroe Avenue and east of Armour Road.

Blighted blocks are those in the final stages of decline and are characterized principally by actual dilapidation of dwellings and the existence of derelict properties. The principal blighted areas in Peterborough are in the following locations:

- a. Scattered blighted houses on Chamberlain, Western and Ford Avenues, which are partly developed streets in the area recently annexed.
 - b. In the vicinity of the railway junctions south of Townsend along the entire length of Bethune Street tracks. The principal cause of blight is industries and railway lines.
-

IV MASTER PLAN PROPOSALS

c. In an established residential district, in the area bounded by Dublin, Aylmer, Antrim and Water Streets.

Explanation of Recommendation:

1) The proposed future residential areas are in the following locations:

- a. north of Park Hill Road (almost entirely outside the present city limits in the proposed annexation area) 252 acres
- b. north of Lansdowne, west of Monaghan Road (partly within the present city limits and partly in the proposed annexation area) 304 acres
- c. south of Lansdowne, west of Otonabee River (almost entirely outside the present city limits in the proposed annexation area) 236 acres
- d. East City, principally north of Maniece and east of Armour Road (entirely within the present city limits) 142 acres

Approximately 312 acres are within the present city limits and 622 acres are in the proposed annexation area.

The additional population expected in thirty years is 12,000 - 17,500. It is evident from past developments that new housing areas will be required almost entirely for the single family type of house.

The most advantageous density for the single family dwelling district according to modern planning standards is 16 people to the acre. On the basis of this standard, the future population will require about 750 - 1,000 acres of residential land.

The land provided is so located that it is in accordance with the trend in the direction of growth of the city; at the same time encouragement has been given to a more even development on the whole periphery of the developed city area. The future residential districts (with the exception of 70 acres east of the canal) are capable of being served by the logical extension of the present street, water and sewer systems.

2) The area to be designated for redevelopment under the National Housing Act is approximately 20 acres bounded by Dublin, Aylmer, Antrim and Water Streets. The proposed redevelopment area is surrounded by residential uses of a higher quality which are consequently threatened with decline. Other blighted blocks in the city are unsuitable for redevelopment either because of their location in industrial areas or along railway tracks or because they are not of sufficient size to merit such a project.

Under the National Housing Act, the Dominion Government affords substantial assistance to cities that wish to undertake slum clearance projects as follows:

National Housing Act:

Slum areas. 12. (1) In order to assist in the clearance, replanning, rehabilitation and modernization of slum areas or blighted or substandard areas in any municipality, the Minister, with the approval of the Governor in Council, may make grants to a municipality in order to assist in defraying the cost to such municipality of acquiring and clearing, whether by condemnation proceedings or otherwise, an area of land suitable as a location for a low cost or moderate cost rental housing project.

Grant in aid
of clearance

(2) A grant shall be made under this section if:











(a) the land is acquired and cleared and is to be developed in accordance or in harmony with an official community plan, satisfactory to the Minister;

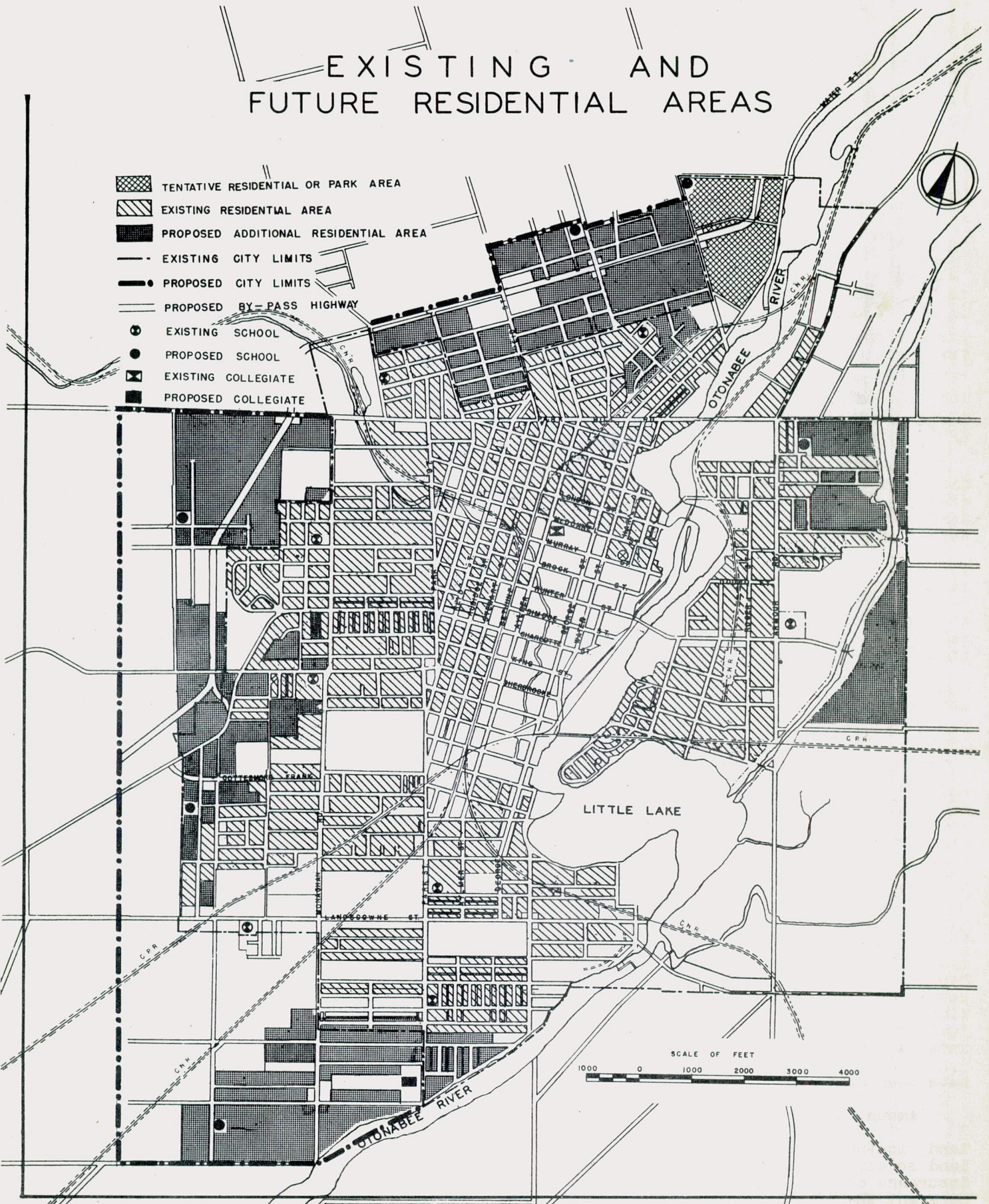
(b) the land is sold by the municipality to a limited-dividend housing corporation or a life insurance company which has agreed to construct thereon a rental housing project under the provisions of section nine or section eleven, respectively, of this Act, at a price which in the opinion of the Minister will enable the family housing units to be provided by the rental housing project to be leased to tenants on a fair and reasonable basis; and

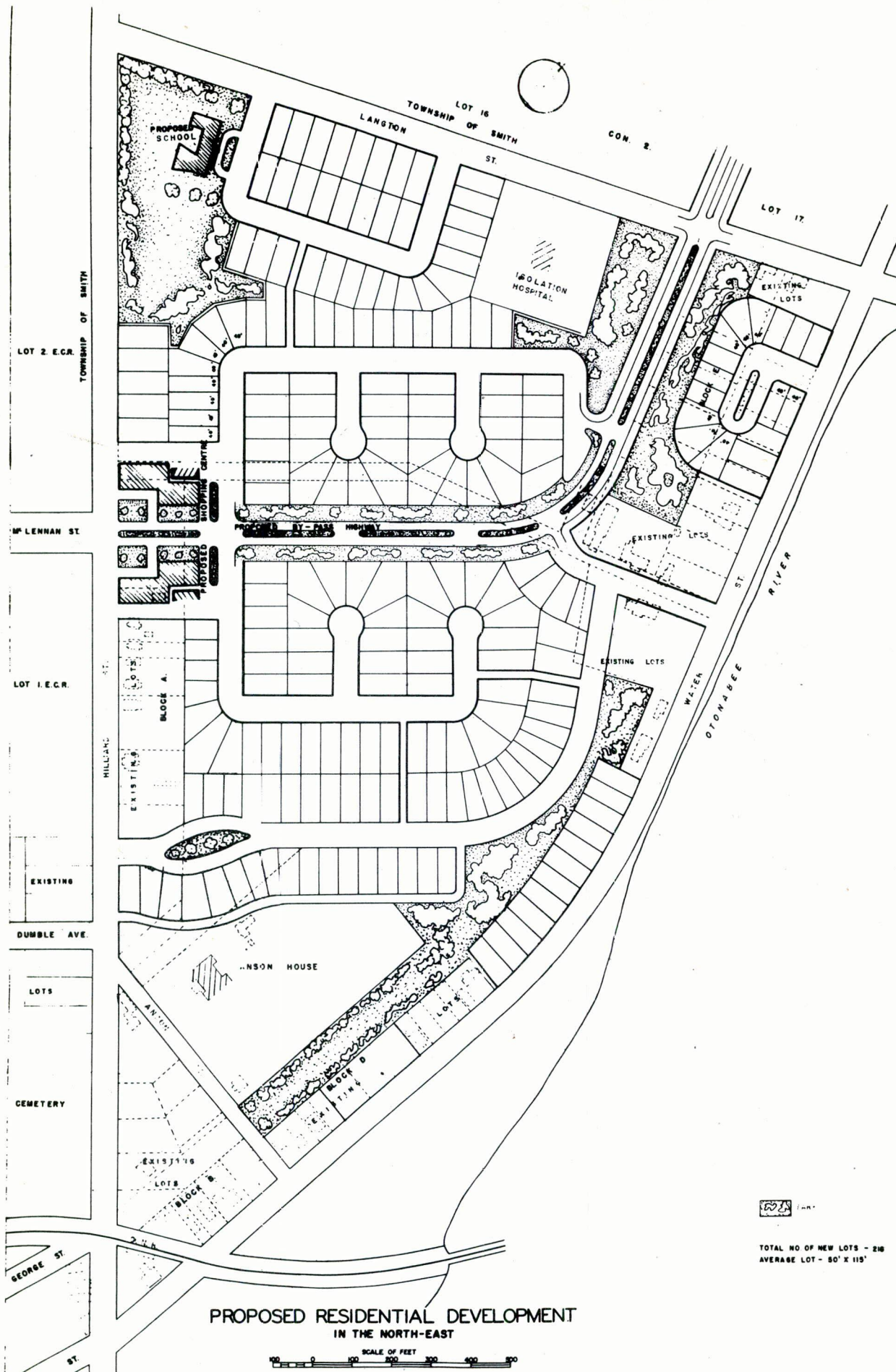
(c) the acquisition and clearing of the land by the municipality have been approved by the government of the province concerned.

Amount of grant (3) No grant made under this section shall exceed one half of the amount by which the cost of acquisition and clearance of the land, including cost of condemnation proceedings, if any, exceeds the cost at which the land so acquired and cleared is sold to a limited-dividend housing corporation or an insurance company for the purpose of constructing thereon a rental housing project, and no grant shall be made under this section unless the remainder of the excess is borne

EXISTING AND FUTURE RESIDENTIAL AREAS

-  TENTATIVE RESIDENTIAL OR PARK AREA
-  EXISTING RESIDENTIAL AREA
-  PROPOSED ADDITIONAL RESIDENTIAL AREA
-  EXISTING CITY LIMITS
-  PROPOSED CITY LIMITS
-  PROPOSED BY-PASS HIGHWAY
-  EXISTING SCHOOL
-  PROPOSED SCHOOL
-  EXISTING COLLEGIATE
-  PROPOSED COLLEGIATE





PROPOSED RESIDENTIAL DEVELOPMENT
IN THE NORTH-EAST



CITY OF PETERBOROUGH

E.G. FALUDI, PLANNING CONSULTANT
TOWN PLANNING CONSULTANTS LTD.
MAY 1947

TOTAL NO. OF NEW LOTS - 210
AVERAGE LOT - 50' X 115'

IV MASTER PLAN PROPOSALS

by the municipality or jointly by the municipality and the government of the province in which the municipality is situated

Grant out of
Consolidated
Revenue Fund.
Aggregate not
to exceed
\$20,000,000
Regulations.

- (4) A grant under this section shall be paid out of any unappropriated moneys in the Consolidated Revenue Fund, but the aggregate amount thereof shall not exceed twenty million dollars.

(5) The Governor in Council, on the recommendation of the Minister, may make regulations determining the manner in which costs are to be determined for the purposes of this section, and providing for such other matters as may be deemed necessary and desirable for the carrying out of the purposes of provisions of this section.

Loans and
guarantees
not exceeding
\$50,000,000
out of
Consolidated
Revenue Fund.

- (13) The Minister may make loans under this Part and make payments under any guarantee under this Part not exceeding in the aggregate fifty million dollars out of unappropriated moneys in the Consolidated Revenue Fund.

3) Most of the future residential areas consists of large acreages of undeveloped land which can be redesigned on a neighbourhood type of pattern. The plan submitted for the development of Hilliard Farm will serve as a model for the planning of other neighbourhoods. The planned neighbourhood is a self-contained residential community having such features as:

a street system which discourages through traffic and provides an attractive layout;
a shopping centre;
local parks and playgrounds;
public school;
community hall.

6. USE OF LAND FOR RECREATIONAL PURPOSES

Recommendation:

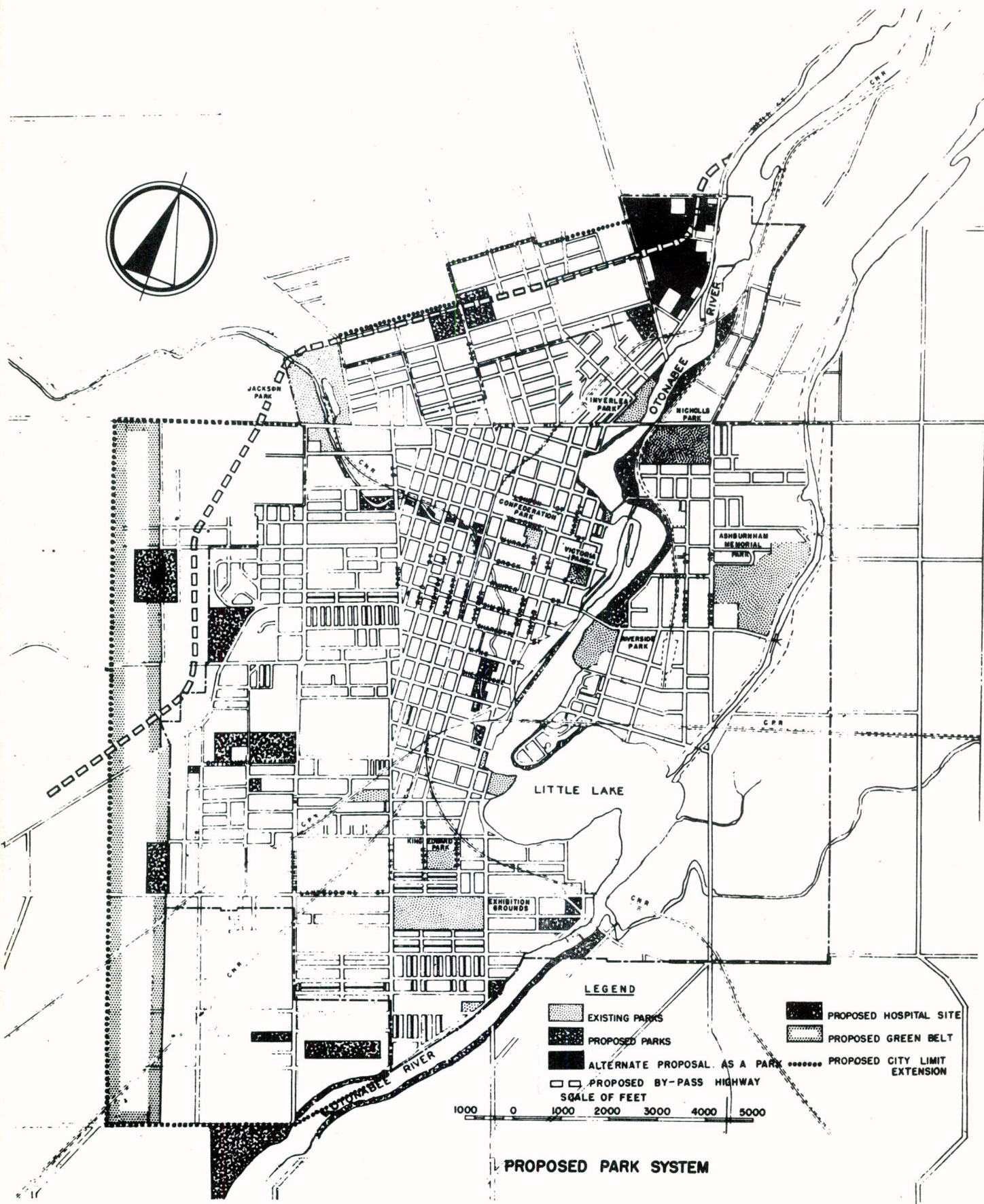
It is proposed to acquire: (Plate 10)

A) Parks for Active Recreation:

1. 8 acres at the north-west corner of Sherbrooke and Clonsilla.
2. $1\frac{1}{2}$ acres on the south side of Cottesmore between Western Avenue and Ford Street.
3. $1\frac{1}{2}$ acres on the east side of High Street between Chamberlain and Brown.
4. 4 acres on the south side of Morrow between Sherburne and Morphet.
5. 11 acres on the east side of Stewart Street between Hartley and Bellevue.
6. 10 acres on the north side of Lansdowne west for 500 feet from the present city limits.
7. $3\frac{1}{2}$ acres on the west side of Monaghan Road between McKellar and Orpington.

B) Parks for Passive Recreation:

1. 8 acres at the north-west corner of Sherbrooke and Clonsilla.
2. 10 acres between Monaghan and High Street, 160 feet north of Frank Street.
3. 6 acres in an L-shaped parcel at the north-west corner of High and Cottesmore excluding the 2 acres on the immediate corner.
4. 2 acres on the east side of Lock St. between Gordon St. and the river.
5. 4 acres at the north-west corner of George and Hilliard Streets.
6. 8 acres on the west side of Stewart Street between Bellevue and High Streets.
7. 12 acres in the interior of the block bounded by Howden, Park, Cameron and Monaghan.
8. 30 acres on the east side of the Otonabee River between Hunter and Park Hill Road.



LEGEND

-  EXISTING PARKS
-  PROPOSED PARKS
-  ALTERNATE PROPOSAL AS A PARK
-  PROPOSED BY-PASS HIGHWAY
-  PROPOSED HOSPITAL SITE
-  PROPOSED GREEN BELT
-  PROPOSED CITY LIMIT EXTENSION

SCALE OF FEET

1000 0 1000 2000 3000 4000 5000

PROPOSED PARK SYSTEM

IV MASTER PLAN PROPOSALS

9. 5 acres on the west side of the Otonabee River between Dalhousie and Hunter.
10. 17 acres along the valley of Jackson Creek between Cross and Bethune Streets.

With regard to B)4. above, provision should be made for active as well as passive recreation. The park should be filled in, levelled, planted with trees and shrubs and playing fields should be made. A small boat livery should be provided, a fire place built for corn and weiner roasts and playground equipment should be installed. If the property which contains Rye's pavilion and which is adjacent to this park were acquired, the pavilion could be made into a quiet restful spot for those who do not enter into sports. The bank of the river should be graded and trimmed to provide an attractive setting on the east side of the park.

With regard to B)8 above, the section of this area now used as a sports centre should continue to be used for active recreation.

C) Parks for Green Spots:

1½ acres on the west side of Morphet between Lansdowne and Morrow Streets.

D) Large Park for the City as a Whole:

50 acres at the south-west corner of Concession Road and the Otonabee River.

E) Improvement of Existing Parks:

1. Ashburnham Memorial Park.

Ashburnham Memorial Park on Armour Hill is in an excellent location for a large park. Several proposals have been advanced for its improvement, particularly with respect to the 1¼ acres of level ground on the top of the hill. At the present time this area is accessible to cars and the parking of these vehicles has obstructed the view of visitors to the spot. Parking should be limited to one section of the area only, preferably in a location close to the driveway connecting with Hunter Street, or as an alternative solution, parking space should be provided on the sides of the hill below the top. The top of the hill should be laid out with terraces and gardens around an illuminated fountain and sites should be provided for a lookout, pavilion and restaurant. A stone protective wall should be built around the top of the hill, and walks, terraces and sitting-out places provided on its eastern slopes. The northern slopes should be developed for tobogganning and skiing. The skating rink at the corner of Dufferin Street and Armour Road should be moved to the park and located on Armour Road. The provision of an access to the park from McFarlane Street would be a distinct advantage and should be undertaken. Finally, a general over-all improvement of the present landscaping of the park should be carried out.

2. Jackson Park

The improvement of Jackson Park is closely related to the beautification of Jackson Creek as a whole. The park itself could be developed into one of the finest in the City. There are unlimited possibilities here for both passive and active recreation. With respect to active recreation, facilities should be provided for bathing, skating, tobogganning and skiing and playground space should be allotted. Insofar as passive recreation is concerned, scenic driveways, walks and bridle paths should be developed and facilities for picnicking installed.

3. Nicholls Park

Nicholls Park has the most suitable natural setting in the City for the entertainment of large groups of people. On the upper level of the park (the 'oval') there is a football field, ball diamond and playground facilities for children. This area should continue to be used for active recreation. In the western portion of the park is a natural amphitheatre. A permanent stage should be built here to be used for church services, band concerts, festival programs and other forms of entertainment. A temporary stage was erected during the past year by the Canadian General Electric Company and it was used advantageously by this and other large companies for their annual picnics and by the Canadian Legion for their Civic Holiday event. If a stage is erected proper grading of the amphitheatre for the provision of seats will be necessary and also the closing of the park's western roadway which would run between the stage and the spectators. The other roads in the park should be left open. Arrangements should be made with the Canadian National Railway Company for the building of three arches under the tracks which run through the park to allow access to the river. The Otonabee provides a natural sand bar at this point and would be ideal for wading and swimming. If this proposal is carried out dressing rooms should be built under the stage mentioned above. Restroom facilities in this park are inadequate at the present time and should be improved.

IV MASTER PLAN PROPOSALS

4. King Edward Park

Additional facilities for active recreation are required in this park for both adults and children. Horseshoe courts should be provided and in the south-eastern section a bowling green. Slides for younger children and horizontal bars, rings, etc. for older children should also be added. A complete levelling of the park is needed to remove holes and ruts.

5. Inverlea Park

This park would be considerably improved by the addition of horseshoe, tennis and volleyball courts, horizontal bars, rings and shuffle board. The present rink site should be enlarged and used for skating in the winter and tennis and volleyball in the summer.

6. Riverside Park

Although Riverside Park serves as the primary sports centre in the City, several improvements are needed before it can be considered a fine athletic ground. The existing grandstand in the hardball park is in poor condition and should be torn down and replaced by a horseshoe-shaped stand preferably in a location which affords a better view of the river than that obtained at present. A fence or hedge should be provided along its western side about twenty-five feet from the river's edge. This would permit the location of a natural swimming course just south of the present wading pool. With regard to the softball diamond there should be additional bleachers built along Burnham Street and dugouts and a drinking fountain provided for the use of the players. In addition the level of the ball field should be continued to the road running north and south through the park. The arches of the Hunter Street bridge to the west of this road should be used to a greater extent for the benefit of the visitors to the park. The walls of the two arches now in use should be continued to the top of the arches, windows should be put in and a furnace installed for winter use. The arch nearest the river should be developed into an aquarium for fish native to the vicinity. Such an aquarium would serve as an excellent tourist attraction. Finally, a refreshment booth should be provided in the park so that children will not have to leave the premises to buy refreshments.

7. Fleming Place

The southern part of this park should be developed as a rest spot. This section requires considerable fill and grading and a fence should be built along the southern boundary. The northern part should be developed as a playground. The provision of a juvenile softball diamond, benches, tables and a small restroom would greatly improve this section.

8. Point St. Charles Park

The improvement of this park is dependent on the larger program of purifying the water of the Otonabee River and Little Lake. If this were done the park could be developed as an aquatic and picnic grounds. The park provides a natural setting for all types of aquatic sports including swimming, fishing and boating but at the present time such sports cannot be engaged in due to the pollution of the lake and river. The holding of regattas on the lake is unfeasible for the same reason. There are a few picnic tables and benches here at the present time and these facilities could be extended as the developments mentioned above were carried out.

9. Victoria Park

Improvements should be made to the paths in this park. One or two of the paths have been poorly located; these should be moved and placed where most required for the use of the public. All the paths should be graded, and surfaced with mulch as a sand or crushed stone covering easily washes away. A new fountain should be installed in the park similar to the one erected by the Public Utilities Commission on the site of the waterworks buildings.

10. R.A.Morrow Memorial Park (Exhibition Grounds)

For some years this land has been held in trust to be used for exhibition purposes only and therefore has not been permitted to serve as a public park. Consequently the use made of the grounds has not been at all proportionate to their size. Recently one section of the park has been selected for the site of the City's Memorial Centre. The major feature of this Centre will be an artificial ice hockey arena. The erection of this building would be one excellent means of increasing the value of the park to the City.

IV MASTER PLAN PROPOSALS

F) Beautification of Jackson Creek and the Otonabee River:

Peterborough is fortunate in having such natural assets as Jackson Creek, the Otonabee River and Little Lake. With the growth of the city, however, they have been ignored as the City's most important scenic spots and to-day their inherent beauty is no longer visible in many places. By reclaiming much of the land in the vicinity of the river and creek for park purposes, the beauty of these localities can be greatly restored and the attractiveness of the City enhanced.

In Jackson Park only does the beauty of the creek show to full advantage. To provide additional scenic spots along the creek every possible piece of property with the exception of expensive industrial and commercial sites should be acquired. This property should be developed as park land making use of the natural setting of the creek.

Along the Otonabee River and Little Lake the only existing park reserves are Inverlea, Point St. Charles and Riverside Parks. To supplement these areas it is proposed to acquire additional land adjacent to the river. A strip along the west riverfront between Dalhousie and Hunter Streets is one such area. Another is the east riverfront from Riverside Park to the C.N.R. branch line. This land should be developed by municipal or private enterprise as semi-public or public park land for passive recreational uses with an allowance made for a scenic drive. One section of this area (near Hunter Street bridge) is used as a sports centre at the present time. It has been developed on privately owned land (Quaker Oats Company) but is open for the use of the general public. The setting of this centre should be beautified by landscaping.

Scenic drives should be established wherever possible along the riverfront. On the eastern riverfront outside the southern City boundaries such a drive should be developed. Two short drives should be established on the west waterfront one from Concession Road to Lock Street, and one from London Street to Inverlea Park.

G) Appointment of Parks Board:

It is recommended that a Parks Board be appointed by the City Council for the purpose of acquiring, developing, maintaining and operating land for recreational purposes.

Existing Conditions:

Developed park areas in the city aggregate approximately 138 acres, which constitute 1 acre of park to 23 acres of total city area and 1 acre of park to 16 acres of developed city area. On the basis of the 1945 population, there are 4.2 acres per 1,000 population.

Former forms of recreation in Peterborough are disappearing concomitantly with the industrial growth of the city. Amongst these, such winter sports as bob-sledding, tobogganing, and sleigh-riding (cutters) are no longer as prominent as they were before the advent of the motor car and the snow-plow. Former popular summer sports, such as canoeing, sailing, and fishing on the lake, and swimming and fishing in Jackson Park Creek have disappeared from the confines of the city. The creek, because of changes in the hinterland and the removal of the dams, is considerably smaller than formerly; the pollution of the river and the lake with sewerage and industrial refuse prevents it from providing the sporting facilities which it once had. The waterfront promenade on Water Street has been transformed into a declining commercial street.

The population itself is now predominantly an industrial one and has lost to a great extent the strong tie with natural sports which is characteristic of a rural people. In contrast, the demands of an urban population, arising out of their surroundings and living conditions, is for organized recreational activities and facilities. This need has increased with the decrease in the length of the working day and the subsequent additional leisure time at the disposal of the working population.

The growth of Peterborough as an industrial city has produced a problem of recreation which is becoming increasingly evident, and which can be solved only by a positive policy on the part of municipal authorities.

IV MASTER PLAN PROPOSALS

A) Large Parks.

1. Ashburnham Park contains 50 acres and is bounded by Hunter, Armour Road, McFarlane and the canal. The main features are its proximity to the famous lift locks and the view from the top of Armour Hill. It has a baseball diamond and fully equipped playground. The hillside has been planted with clumps of evergreens.

2. Jackson Park at the north-west corner of the city contains 30 acres. It is a natural park, hilly, and covered with red cedars. One of its best features is a small artificial lake separated from a lily pond by an old dam on the pattern of a Chinese pagoda.

3. Nicholls Park is in the north-east of the city and contains 23 acres. There are some picnic and sanitary facilities, but both are inadequate.

B) Smaller Parks:

1. King Edward Park is 6 acres in the south-east section of the city. It contains adequate playground equipment and has shade trees and lawn, with a flower bed on the George Street frontage.

2. Inverlea Park is 3.6 acres in the north-east section of the city. The principal feature is the swimming afforded by the river, but it is considered rather dangerous for young children due to the sudden increases in the depth of the water.

C) Playgrounds and Athletic Fields:

1. Riverside Park is 10.3 acres on the east side of the Otonabee River, south of Hunter Street. It is the major athletic field of the city with bleachers in the north-east section and a grandstand in the west. There are also a fully equipped children's playground and a swimming hole in the river protected by a chain of logs. Bath house and sanitary facilities are inadequate.

2. Park Street Playfield contains 3.4 acres on the west side of Park Street south of Chamberlain. It has two softball diamonds and a fully equipped children's playground.

3. Fleming Place is a small playground of 0.58 acres on Brock Street between Aylmer and Bethune. This playground which was recently donated to the city is in the primary stages of development.

D) Breathing Spots:

1. Point St. Charles Park is about 3 acres between Lock Street and the river. It has trees and lawn, but no bathing facilities as the river is contaminated at this point. It is the site of the Dominion Government wharf.

2. Confederation Square comprises 2.9 acres on George Street between Murray and McDonnell. It is an ornamental park with fine shade trees, evergreens, flower beds and lawns. Its main feature is the centrally located War Memorial.

3. Victoria Park comprises 3 acres on Water Street between Brock and Murray. It is owned by the county of Peterborough and the county buildings are situated on a hill at the east side of the property. It has shade trees, flower beds and lawn.

E) R.A. Morrow Memorial Park:

This park commonly known as the Exhibition Grounds, comprises 35 acres on Lansdowne between Park and Lock Streets. It contains a race track and has been used in the past as a fair ground, except during the war when it was taken over by the army. The park has never been under the jurisdiction of the Parks Department.

F) Undeveloped Properties:

1. Bonaccord Park is an undeveloped ravine, 2.9 acres in area, through which flows Jackson Creek. The Kiwanis Club have undertaken to develop this property. If the creek is cleaned to the rock bed and its banks built up, two small dams could be erected, one to make a wading pool and the other a swimming pool. The latter could be used as a skating rink in the winter. The land adjacent to the creek could be underbrushed and landscaped to provide an attractive setting. The size of the park would permit the use of a certain amount of playground equipment.

IV MASTER PLAN PROPOSALS

2. Breathing Spots:

a) There is an undeveloped city-owned lot at the west end of the London Street footbridge which the city intends to develop as a breathing spot.

b) There is an undeveloped property, comprising 2 acres west of Lock Street north of McKellar Street. This area is low and swampy and would require filling before it could be developed as a breathing spot.

Problems and Future Needs for Recreational Purposes:

The existing park area, both developed and undeveloped, amounts to 179 acres for the present population of 33,000, or 5.3 acres per 1,000 population. Approximately 71 acres are for active recreation (sports, games, etc.) and 108 acres are for passive recreation (beautified open spaces for strolling, sitting, etc.)

The standard of the American National Recreation Association is 10 acres per 1,000 population. Of these 10 acres, 5 acres are for local active and passive areas, and 5 acres are for general park areas for the use of the population as a whole.

Existing parks are not only deficient in total area, but also in distribution. Recreational facilities are almost entirely lacking where most needed in the west, the south-west, and in the south. The proportion of the total area devoted to active recreation is insufficient.

7. USE OF LAND FOR GREEN BELT AREAS

Recommendation:

To designate within the proposed city limits 398 acres of vacant or farm land for farm or residential uses with a maximum of one house to the acre. (Plates 10, 18)

Explanation of Recommendation:

The strip on the western edge of the annexation area between Park Hill Road and Concession Road and which is 1400' in width, will provide a buffer which will discourage fringe developments outside the political boundaries of the city. It is in this direction that fringe developments of low quality have been taking place which when annexed provide additional service costs to the city out of proportion to the revenue derived from them.

8. FUTURE SCHOOL SITES

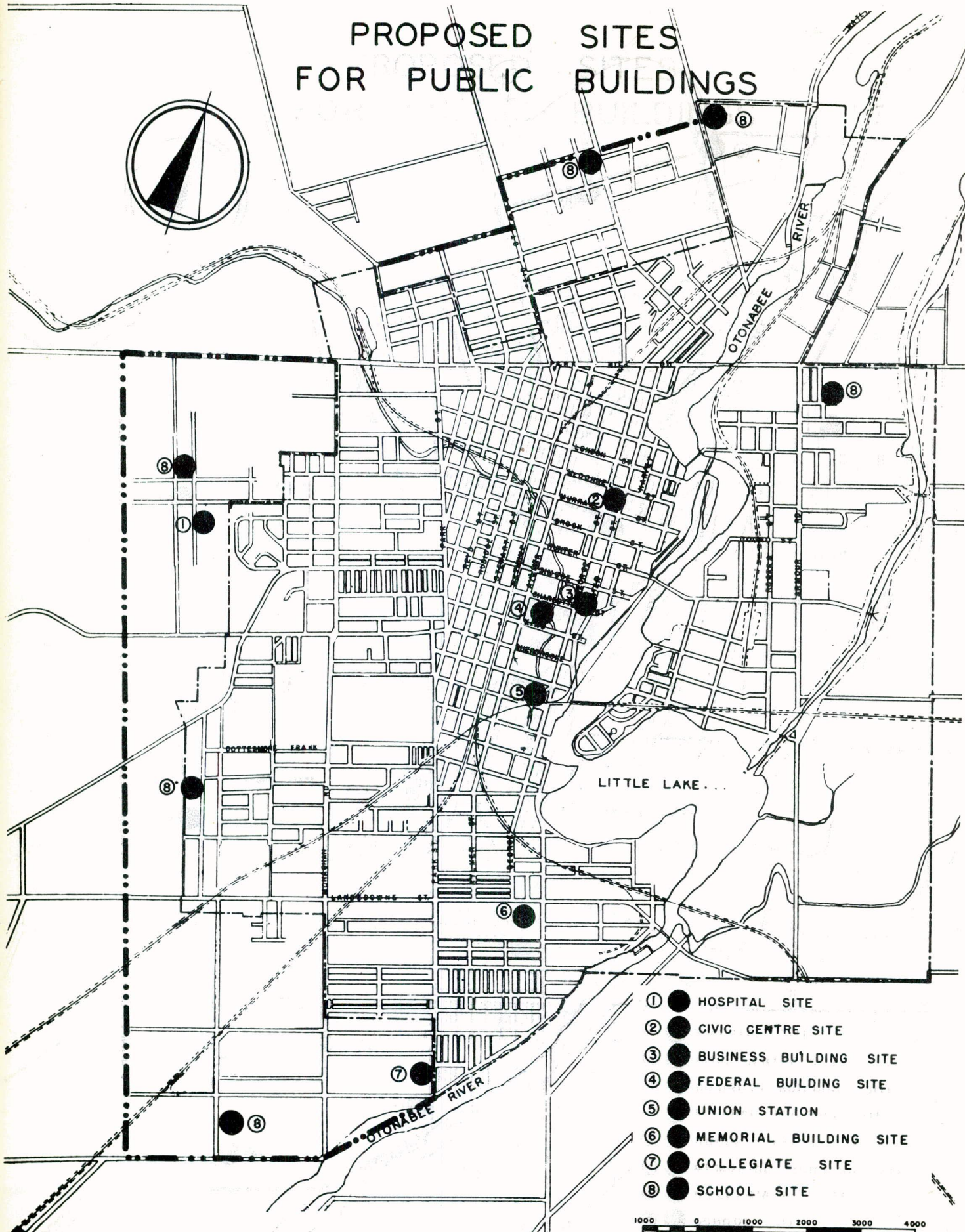
Recommendation:

To designate within the proposed city limits sites for 6 public schools and one collegiate in the proposed residential areas. The proposed new school sites would be located in the new residential districts which it has been proposed to be subdivided on the neighbourhood pattern. Each neighbourhood would be a self contained unit having its own school. The schools would be so situated that no pupil would have to cross any main traffic artery.

Proposed locations of Public Schools:

1. Area bounded by Millburn, Hilliard, Dumble Ave., Bennett and Reid Sts.
2. " " " Langton, Water, and Hilliard Streets.
3. " " " Park Hill Road, Canal, McFarlane Streets and Armour Rd.
4. " " " Lansdown, Monaghan Rd., Concession Rd., Erskine Ave.
5. " " " Charlotte, High, Lansdowne Sts. and west city limits.
6. " " " Park Hill Road, Monaghan Rd., Weller Street, and Ryerson Avenue.

PROPOSED SITES FOR PUBLIC BUILDINGS



- ① ● HOSPITAL SITE
- ② ● CIVIC CENTRE SITE
- ③ ● BUSINESS BUILDING SITE
- ④ ● FEDERAL BUILDING SITE
- ⑤ ● UNION STATION
- ⑥ ● MEMORIAL BUILDING SITE
- ⑦ ● COLLEGIATE SITE
- ⑧ ● SCHOOL SITE

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SCALE OF FEET

IV MASTER PLAN PROPOSALS

Proposed location of Collegiate:

Area bounded by Lansdowne, Park, Cameron Streets and Monaghan Road.

It is proposed that the Peterborough Planning Area Board (to be appointed in the near future) in co-operation with the adjacent municipalities request land sub-dividers to set aside portions of their surveys for schools and playgrounds. Such portions should be acquired by the proper School Boards when residential development is effectively in need of the school sites. (Plate 11)

Existing Conditions:

In 1945 Peterborough had the following educational institutions:

9 Public Schools	4 Separate Schools
1 Collegiate and Vocational School	1 Normal School

The enrolments of these schools in 1945 compared to the capacity of each school based in modern standards was:

<u>School</u>	<u>Capacity</u>	<u>Enrolment</u>	<u>% of Capacity</u>
Central	400	509	127
King Edward	400	458	115
King George	450	431	96
Prince of Wales	600	669	111
Queen Alexandra	330	368	111
Queen Mary	450	503	112
Confederation	220	220	100
May's	150	169	113
Parkhill	60	78	130
TOTAL:	3060	3405	111 (average)
Collegiate	960	1230	128

The secretary of the Separate School Board reported an enrolment of 1280 in the separate schools and that they are all overcrowded to a certain extent.

Public Schools should have a service radius of 1/2 mile. According to this standard, most residential areas of Peterborough are well served by public schools.

9. ZONING BY-LAW

Recommendation:

It is proposed that the city adopt a zoning by-law to regulate the use of all land within the city limits. (This zoning by-law is now under preparation by the Zoning Sub-Committee of the City Planning Committee. The base material for it was prepared simultaneously and in accordance with the Master Plan.)

Characteristics of the Proposed Zoning By-law:

It divides the city into the following use districts: four types of residential districts distinguished by the required density of population and type of dwellings and other permissible uses in the district; four types of commercial districts, such as central commercial area, the neighbourhood commercial areas, petty trades and warehousing, warehousing of inflammable materials; heavy and light industrial use districts; parks and public use districts; and green belt areas.

Provisions concerning non-conforming uses provide for the gradual dying out of existing uses which do not conform to the designated use of the district.

Exceptions to height, yard, and lot coverage regulations are provided for as well as the conversion of single family houses to multiple dwellings where economic conditions require it.

IV MASTER PLAN PROPOSALS

The regulations of the zoning by-law require loading space for new buildings where loading will take place and the provision of offstreet parking space for all future places of assembly and for business premises with large number of employees.

Existing Conditions and Problems:

The uncontrolled use of land in Peterborough has resulted in the haphazard growth of the city and has given rise to a number of problems.

The invasion of residential areas by commerce and industry and the lack of regulation of the type of residence to be built in a given area has resulted in the decline of residential areas and instability of property values.

Neighbourhood shops are scattered throughout residential and industrial areas or strung out along the major streets with the result that they are not located in the best possible places either for business purposes or for service to the residential population. The central commercial area is congested and provision is needed for its orderly expansion.

It often occurs that land most suitable for industrial development is taken up with other uses which would be more advantageously located elsewhere. There is no separation of the different types of industrial land use according to the facilities required.

Green areas and open spaces have not always been provided for and their later acquisition from private owners is costly.

The lack of over-all regulations for land coverage, lot size and the height of buildings has contributed to the formation of high density areas with unfavourable living and working conditions.

The insufficient regulation of the use of signs and billboards allows very often the disfigurement of the districts in which they appear.

The lack of regulations for the use of land may also encourage the locating of public institutions or obnoxious industries on unsuitable sites or on sites that are required for other future uses.

At the present time, there are a number of by-laws restricting the use of land in certain areas. These by-laws were provided through the demands of individual citizens with the objective of preserving and protecting the area in which they lived.

A comprehensive zoning by-law would control the use and guide the development of all land within the city limits.

Implementation:

Zoning powers are granted to municipalities under the Ontario Municipal Act. A Committee of Adjustment for zoning appeals is provided in the Amended Planning Act of 1947.

The Council may adopt the proposed zoning by-law by a vote of the majority of all the members.

10. MAJOR STREET PLAN

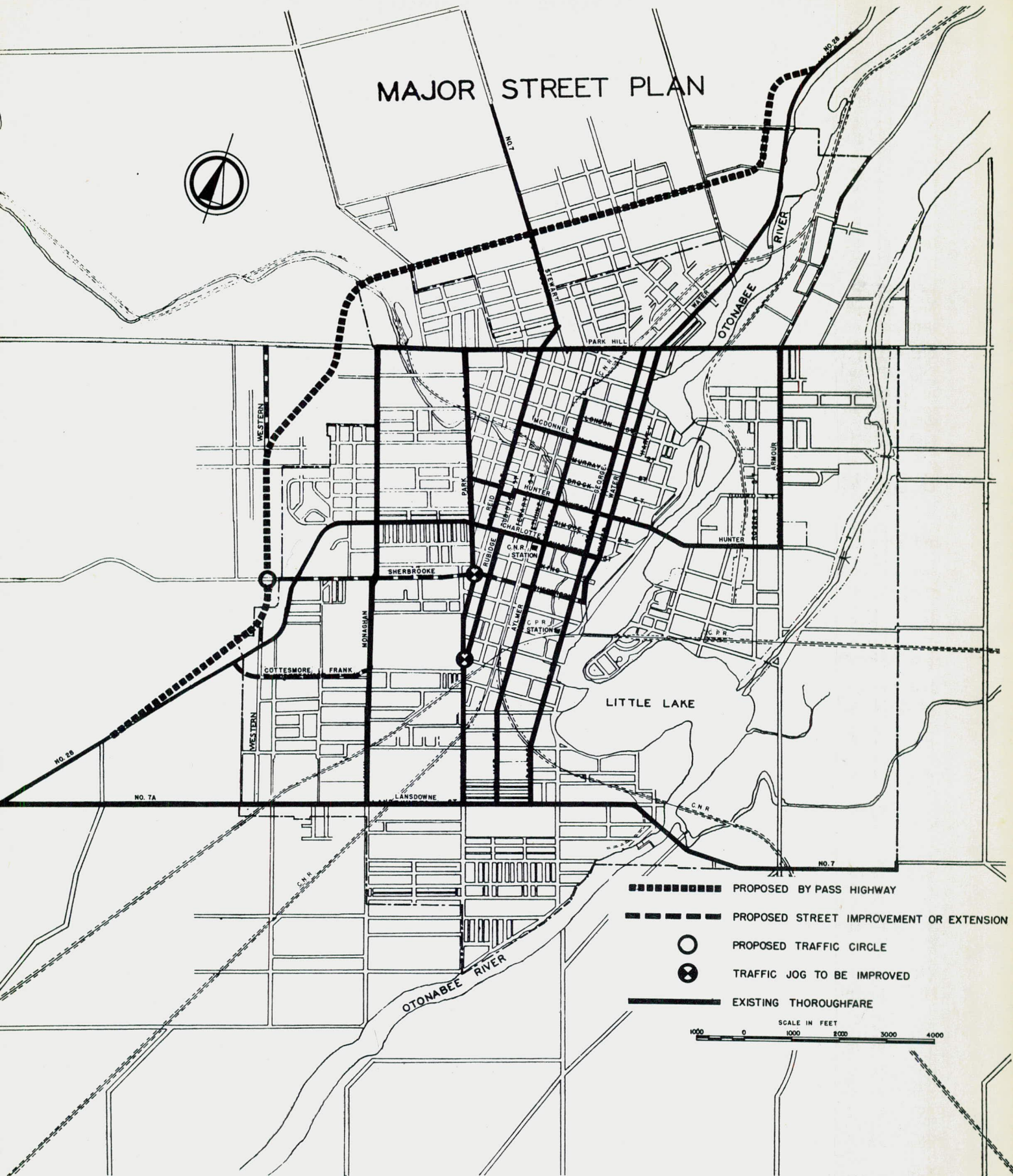
Recommendation: (Plate 12)

a. Short Term Program: To provide regulations for the diversion of through traffic from the central commercial area, to restrict heavy transport routes, enforce and provide further parking regulations, and undertake minor street improvements.

1. To establish Park and Reid Streets as highway route for through traffic from Lansdowne to the northern highways, by-passing the central business district.

2. To establish Park and McDonnell Streets as a highway route for through traffic from Charlotte Street to the northern highways by-passing the central business district.

MAJOR STREET PLAN



IV MASTER PLAN PROPOSALS

3. To eliminate George between McDonnell and Sherbrooke and Charlotte between Park and Water Streets as highway routes.

4. To restrict heavy transport to the following routes:

Highway routes,
Monaghan Road from Lansdowne to Charlotte,
Water Street,
George Street from Lansdowne to Sherbrooke,
Aylmer " " Lake to Sherbrooke,
Lake " " Park " George,
McDonnell " " George to Water,
Sherbrooke Street from Reid to Water.

5. To correct the traffic jogs at Park and Rubidge Streets and Park and Sherbrooke Streets by the provision of traffic islands and the straightening of rights of way as illustrated on Plates 13 and 14.

6. To pave Sherbrooke Street between Reid Street and Water Street.

7. To enforce parking regulations, to install parking meters, and to amend the building by-law to require the provision of parking space on the premises of future commercial buildings.

b. Long Term Program: To provide additional highway connections, widen sections of downtown traffic arteries, eliminate traffic jogs, improve streets in residential areas and provide street systems on a neighbourhood pattern in future residential areas.

1. To provide a by-pass highway from the west to the north in order that through traffic may by-pass the business centre of the city.

2. To widen High Street and McLellan Street as part of the proposed by-pass highway.

3. To extend Western Avenue to Park Hill Road to provide an additional north-south route through the city. A section of this extension will form part of the proposed by-pass highway.

4. To improve Sherbrooke Street between the proposed highway and Water Street as an alternative western entrance to Charlotte Street.

5. To provide a traffic circle at the intersection of the proposed highway on the west and Sherbrooke Street.

6. To connect No. 28 highway on the west with Monaghan Road via Cottesmore Avenue and Frank Street and to widen these streets in order to provide a direct highway connection to the south-west industrial concentration.

7. To widen George Street on the market hall frontage, Charlotte Street on the north side between George and Water, and Water Street on the west side from Charlotte to Simcoe (in connection with proposals for the removal of the market and the city hall) to facilitate traffic in the central area, as illustrated on Plate 7.

8. To improve Park Hill Road west of Aylmer as a major street which will become increasingly important as the proposed residential areas in the north become built up.

9. To improve all residential streets.

10. To develop the street system of all future residential areas on a neighbourhood pattern, in conjunction with the proposals for future residential areas.

11. To plant trees along all newly-opened streets.

Existing Conditions and Problems:

From the point of view of providing free circulation of traffic, the existing street and highway system of Peterborough is inadequate in several respects. Problems to the street and highway system are:

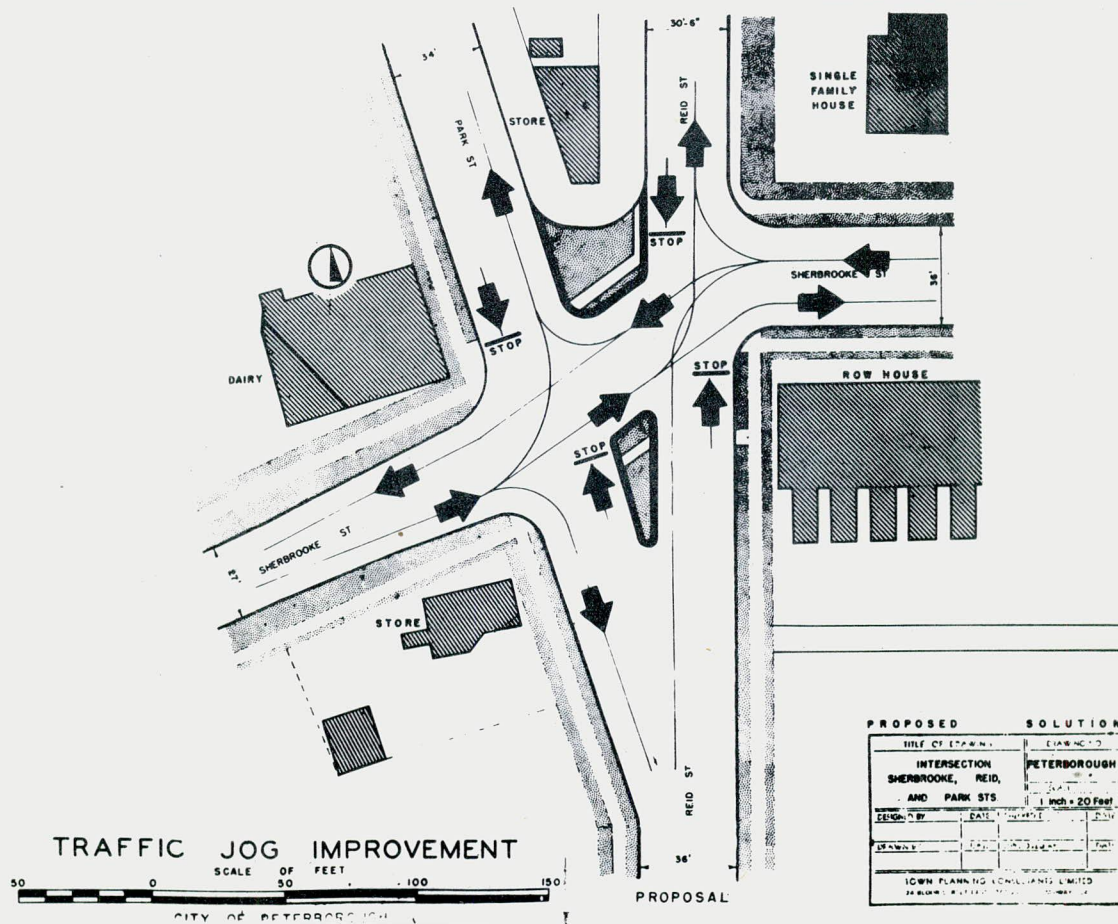
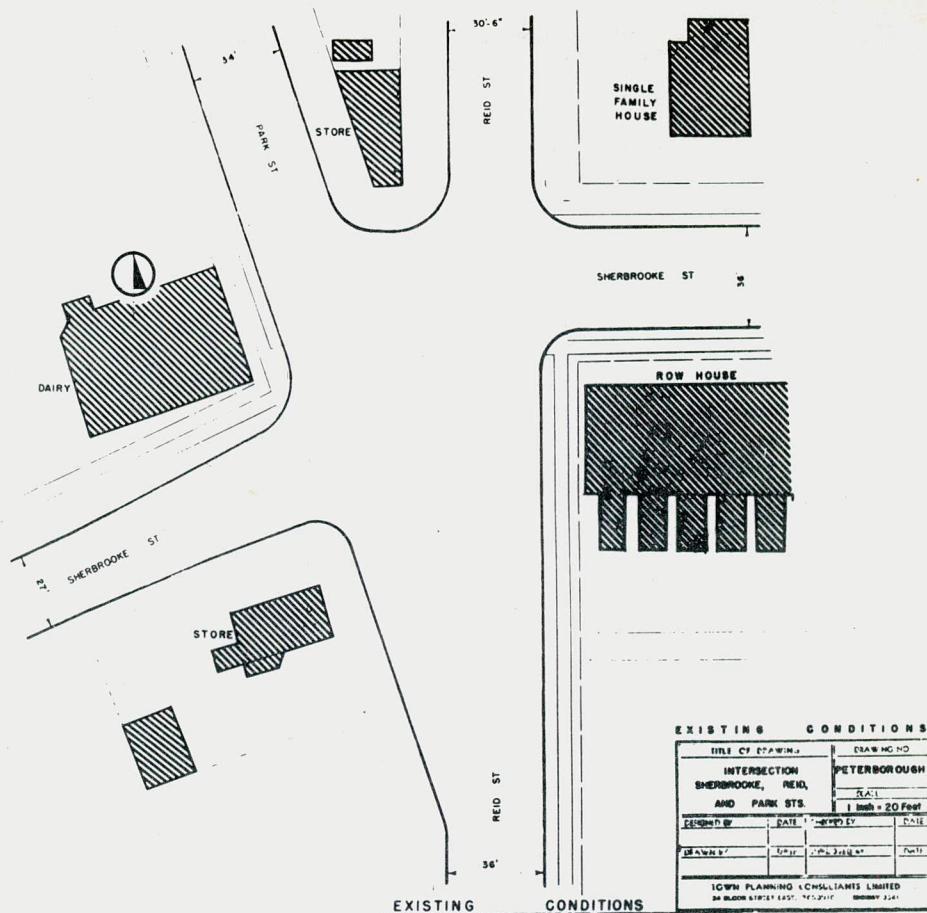
a. The width of major traffic arteries in the business centre is insufficient to accommodate the volume of traffic in the area. Down-town traffic congestion is acute.

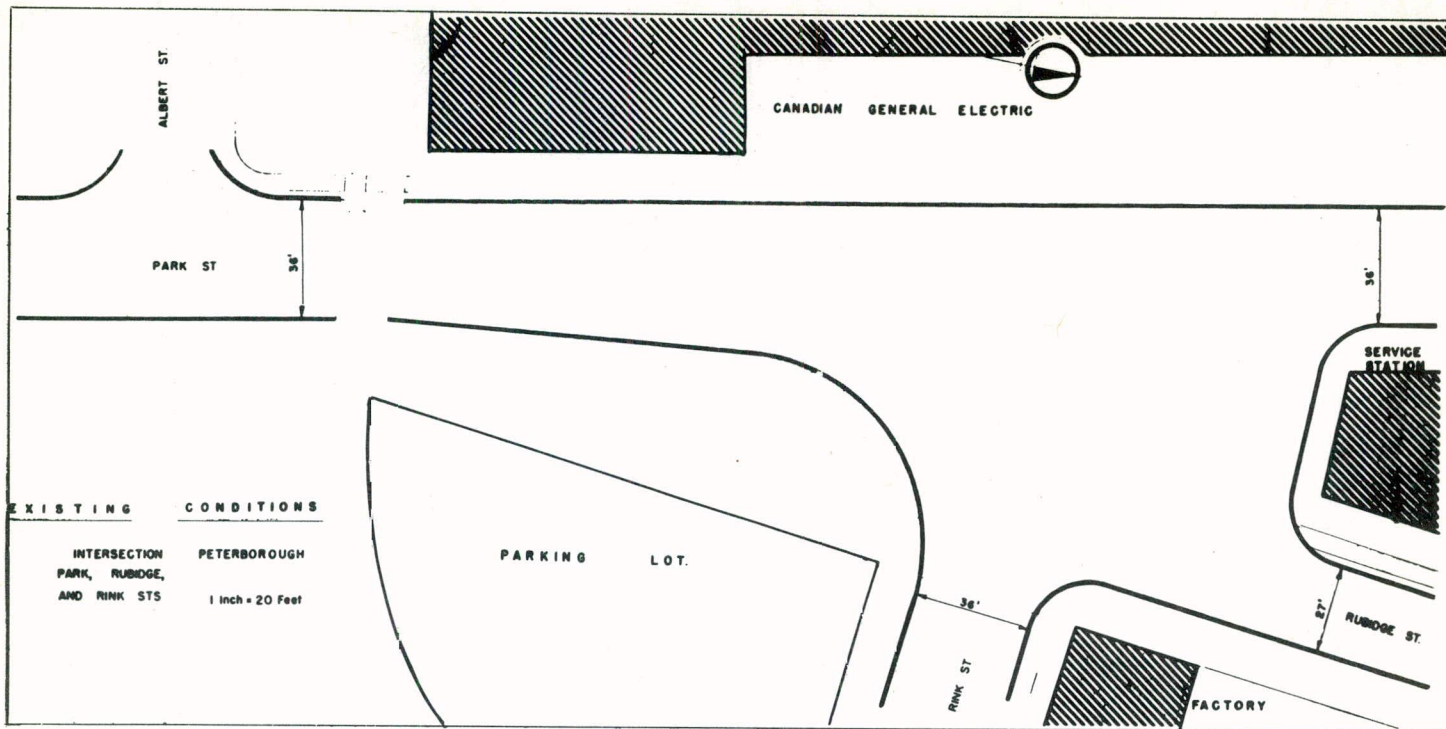
b. Charlotte and George Streets are simultaneously thoroughfares or highway streets and principal commercial arteries. They are overloaded by a combination of local traffic and traffic originating outside the boundaries of the city.

c. There are no effective routes for through traffic by-passing the central commercial area between the southern and northern highways and between the western and northern highways.

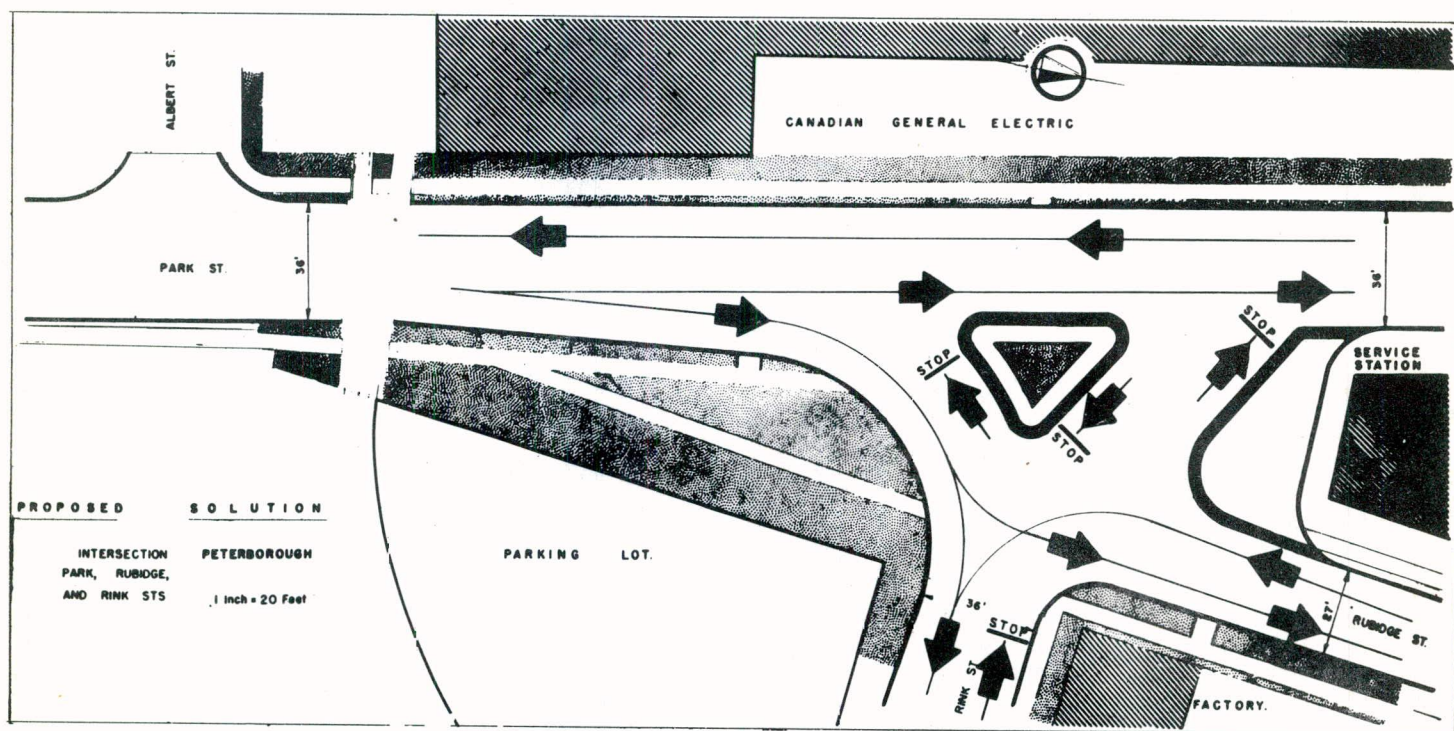
d. There is no direct connection between Highway No. 28 on the west and the south-west industrial concentration.

e. The free utilization of the major street system by heavy transport vehicles results in increased costs of maintenance to the city and is an impediment to traffic on heavily travelled arteries.



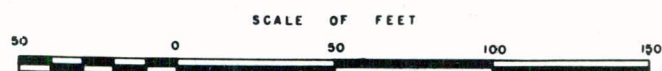


EXISTING CONDITIONS



PROPOSAL

TRAFFIC JOG IMPROVEMENT



IV MASTER PLAN PROPOSALS

f. Of the 74.7 miles of street only 15.6 miles are paved. All major streets are paved except Park Hill Road and Aylmer Street between Townsend and Lansdowne. The majority of residential streets are unpaved.

g. Traffic jogs at Park and Rubidge Streets and at Park and King Streets constitute hazards for heavy industrial traffic at these intersections.

h. The gridiron street pattern is the basis of existing residential districts. It provides an unattractive layout and encourages through traffic to enter residential districts.

i. The site of the proposed civic airport is traversed by No. 28 highway.

11. PARKING

Recommendation:

To designate the present city hall site and the market square with the exception of the proposed commercial site as a public parking area. (Plate 7)

To provide public parking space in the blocks bounded by Aylmer, Hunter, George, and Sherbrooke Streets by the clearance of blighted business and residential lots behind business frontages. (Plate 15)

Existing Conditions:

The need for off-street parking space is a pressing problem in downtown Peterborough. Curb parking increases congestion on commercial arteries already insufficient in width to accommodate the volume of traffic using them. Off-street parking facilities in the commercial area total 2 acres, providing parking space for about 200 cars.

A survey made of parking in the business area shows that:

43.5%	of	shoppers	park	in	the	immediate	area;
22	%	"	"	"	"	"	within half a block;
19	%	"	"	"	"	"	one block;
11	%	"	"	"	"	"	one and a half blocks;
4.5%	"	"	"	"	"	"	two blocks.

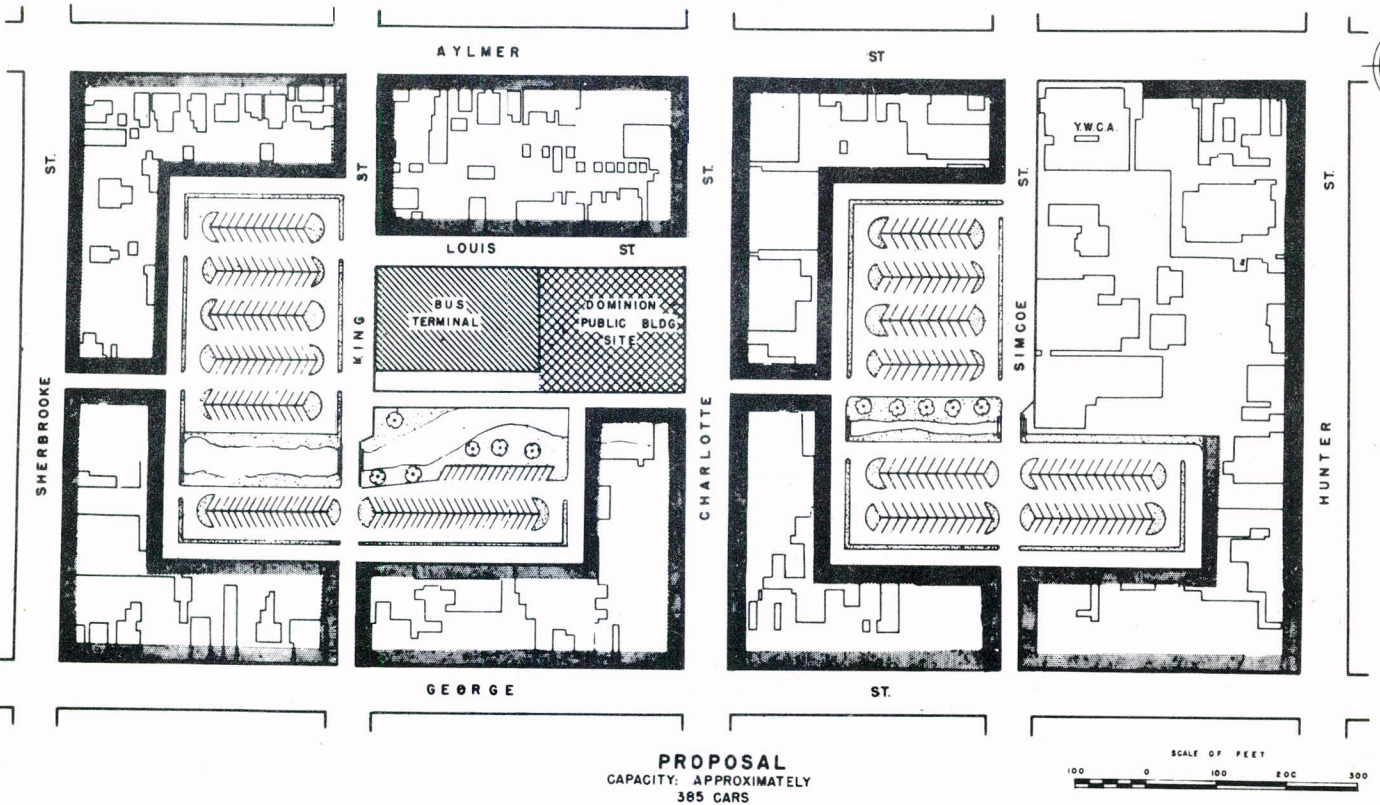
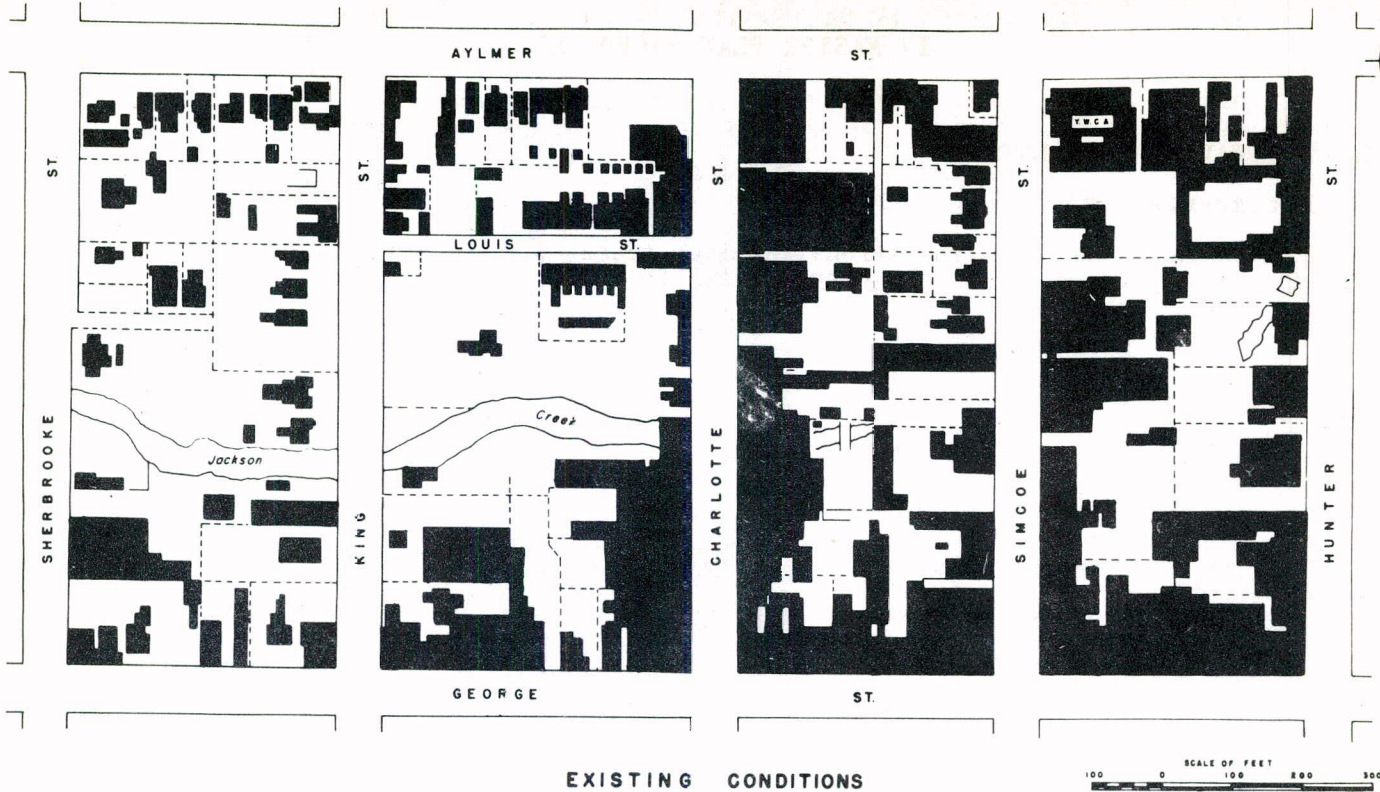
The survey indicates that any new parking facilities should possibly be provided in the immediate area of the business centre.

Explanation of Recommendations:

1. The removal of the city hall and the public market from their present location would leave these sites open for other uses. The George and Charlotte frontages should be designated for a commercial site (section IV, 4 of this report). As the remaining space is in the heart of the business centre behind commercial frontages, it is ideal for parking purposes. (Plate 7) Allowing for access lanes and green spaces, the area would accommodate 86 cars.

2. Low land coverage, dilapidation of buildings, and low assessments make economically feasible the designation of parking areas behind the George and Charlotte Street frontages. The location of these areas is suitable for the purpose indicated above. (Plate 15) The plan also provides for the beautification of that portion of Jackson Creek which flows through the area with ample provision for access lanes. The adjoining commercial establishments would be encouraged to open improved entrances and elevations to their premises facing the parking area. The proposed layout would accommodate about 385 cars.

3. The parking provisions of section IV, 10 (Major Street Plan) of this report for parking space for future commercial buildings and of section IV, 9 (Zoning By-law) for parking space on all future places of assembly and off-street loading space for commercial and industrial establishments requiring loading operations will contribute to the solution of the parking problems in the commercial centre and throughout the city.



PROPOSED CENTRAL PARKING AREA

SUGGESTED BY MR. H. SILLS CITY PLANNING COMMITTEE

IV MASTER PLAN PROPOSALS

12. RAILWAY IMPROVEMENTS

Recommendation:

a. To remove the Canadian National Railway tracks from Bethune St. and replace them with a new line north of the city joining the Canadian National Railway tracks on the east waterfront.

b. To re-route four branch lines as follows:

1. The Belleville branch would operate over its present track until it crosses Aylmer Street, where it would swing sharply to the right and make a junction with the Canadian Pacific Railway. These changes would take place within two blocks which are zoned for industry.

2. The Port Hope branch would operate over its present track until it reaches Bethune Street, where it would swing slightly to the right to a junction with the Belleville branch at Rink Street. This is a very slight alteration and takes place within a block zoned for industry.

3. The Lakefield branch would operate over its present track up to the river crossing. From this point, it would follow the CNR spur on the east bank of the river, crossing the river at the Quaker Oats plant, and following the CPR right of way along the west bank of the river to a junction with the CPR main line between George Street and the River. There is at present a spur track over all this route which could be put in shape for main line operation. The area through which it will pass is all zoned for either parks or for industry.

4. The Lindsay branch would operate over its present route to a point about $2\frac{1}{2}$ miles outside the city. Here it would swing off to the left and following the best available location north of the hills would cross the river to a junction with the Lakefield branch just north of the city limits. This change would involve the construction of about five miles of new roadbed through rather rough country and the erection of a new bridge across the Otonabee River. It would also increase the operating distance between Peterborough and Lindsay by about three miles.

c. To replace the present CNR and CPR stations with a union station on the site of the present CPR Station. (Plate 16)

Existing Conditions:

Peterborough is served by both the Canadian Pacific and the Canadian National Railways. It is on the main line of the CPR between Toronto and Smith Falls and is the junction of four branch lines of the CNR.

The CPR line enters the city in the south-west and runs in a north-easterly direction to the station, an outmoded wooden building at the corner of George and Wolfe Streets. Here it turns in an easterly direction, crosses the Otonabee River, skirts the north shore of Little Lake, crosses the Trent Valley Canal and leaves Peterborough for Smith Falls. It intersects the CNR Port Hope and Belleville Lines at Bethune Street south of Townsend Street. West of the River, the line serves important industries. A spur line north from Water Street serves waterfront industries.

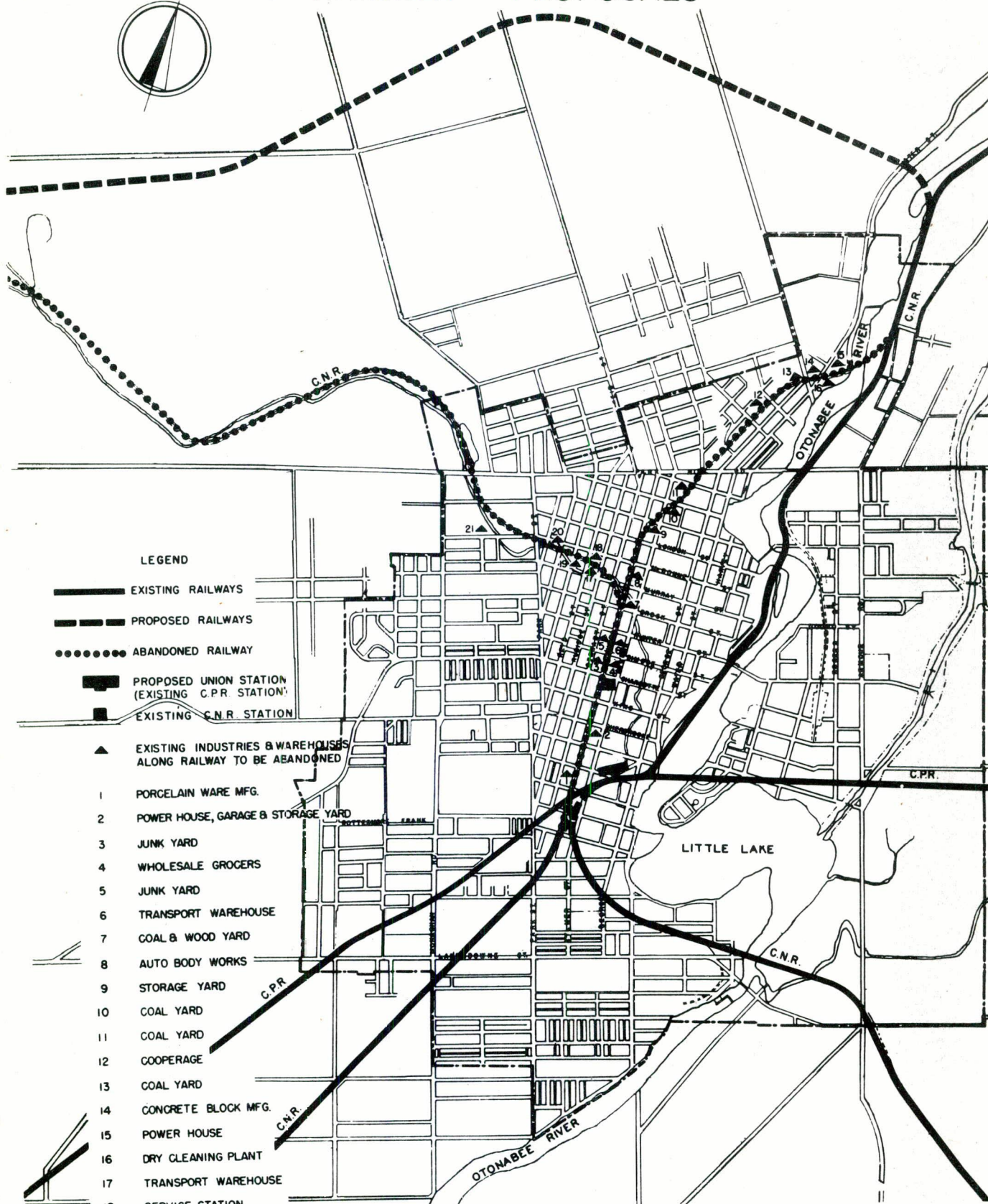
The CPR freight sheds and freight yards are located on the west bank of the Otonabee River north of the main line.

Two CNR lines enter the city from the south and two from the north; the Port Hope line from the south-west to Bethune Street below Townsend Street; the Belleville line from the south-east (East City) to Bethune Street at Dublin. A spur line traverses Lindsay line from Jackson Park to Bethune Street at Brock; and the Lakefield line from the north-east waterfront (East City) to Bethune Street at Dublin. A spur line traverses the east waterfront, crosses the river south of Hazlitt Street and joins the CPR sidings on the west waterfront.

The CNR station, storage tracks, team tracks and freight sheds occupy two blocks on the east side of Bethune Street between Sherbrooke and Charlotte Street, adjacent to the business centre of the city. CNR tracks occupy one half of Bethune Street for about one and a quarter miles of its length. Twelve east-west streets cross the Bethune Street tracks, including two thoroughfares. Shunting locomotives south of Hunter Street block east-west traffic in and out of the central business district for long periods at a time.

The Bethune Street tracks act as a barrier between the west part of the city and the business centre; they do not serve important industries, and are a source of

RAILWAY PROPOSALS



SCALE OF FEET
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IV MASTER PLAN PROPOSALS

of deterioration of land values in residential blocks. The Lindsay and Lakefield lines, stemming from Bethune Street, traverse principally residential districts and serve only a few scattered industries, storage yards, and warehouses.

The railway pattern of the city is such that there are 76 level crossings within the city limits, 18 of which are on major streets. The removal of the tracks from Bethune Street would eliminate 12 level crossings and the relocation of the Lindsay and Lakefield branches would do away with another 20.

The structural characteristics and the facilities offered by the CNR and CPR stations are obsolete and inadequate to provide passengers with modern services. The duplication of railway stations is not justified either for the present or for the future use of the city. The proposed removal of the Bethune Street tracks consequently, requires the removal of the CNR station.

The location of the CPR station would be adequate for a union station from the point of view of access via the major street system, convenience to the commercial centre, and relationship to the proposed CNR routes.

13. BUS TERMINAL

Recommendation:

To designate about one half acre of land adjacent to the future union station for the building of a bus terminal. (Plate 18)

Explanation of Recommendation:

The present bus terminal, consisting of a temporary office and parking space, is not suitable for the needs of the present and future population. Bus transportation is serving an ever increasing need in the community, especially to those centres which have no rail connection. The advantages of the centralization of passenger transportation services indicate the desirability of a location adjacent to the future Union Station.

14. AIRPORT FACILITIES

Recommendation

To acquire 2,500 acres of land and provide for an airport about 3 miles west of the City limits, and to divert No. 28 highway to the south of the airport. (Plates 3, 18) It is to be noted that this land lies outside the Planning Area. Notwithstanding this, the acquisition of the land is possible and is highly recommended.

Explanation of Recommendation

Peterborough as a growing industrial centre needs air transportation services. While the city will not be on the international or transcontinental air routes, the need for connections with these cannot be denied much longer. It is expected that feeder and inter-city air routes will be developed which will include direct connections with international and transcontinental air routes.

In addition to regular scheduled flights, it is anticipated that facilities will be required for non-scheduled commercial flights, and for the operation of private planes for rental and training purposes.

The proposed location is suitable in size and topography for development as a public airport. It would have direct access from No. 7A and No. 28 highways.

The assistance of the Provincial Department of Highways would have to be secured to relocate No. 28 highway which at present bisects the proposed site.

IV MASTER PLAN PROPOSALS

15. CIVIC CENTRE

Recommendation:

To designate the block bounded by Brock, George, McDonnell and Water Streets for a Civic Centre to include a City Hall, Civic Auditorium and Art Gallery, and an extension to the Public Library. (Plate 11, 17)

Explanation of Recommendation:

The present city building is located at the south-west corner of Simcoe and Water Streets, adjacent to the Market Square. An examination of existing facilities reveals that this building was not designed to meet present day needs, it is inadequate in space and arrangement.

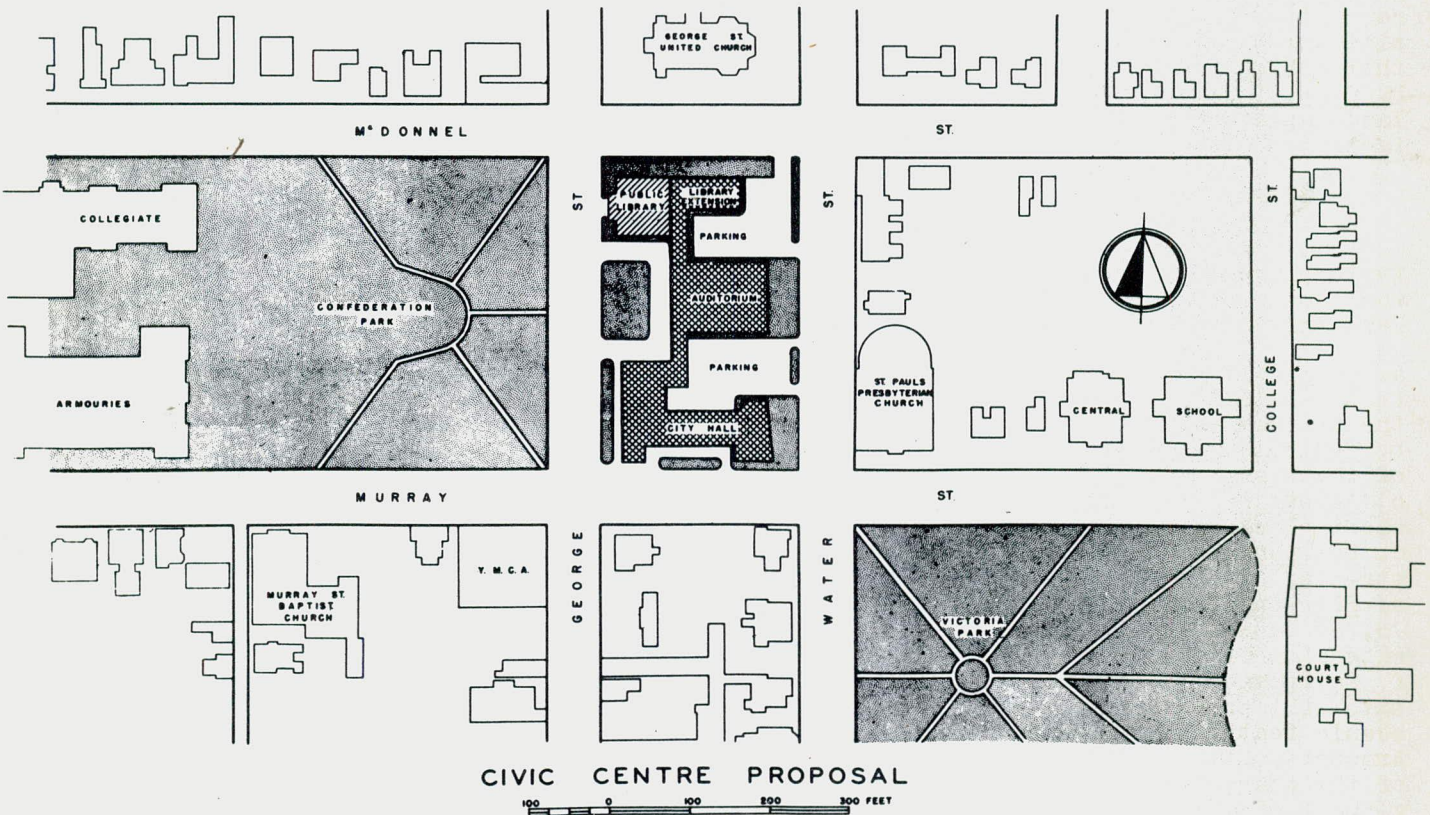
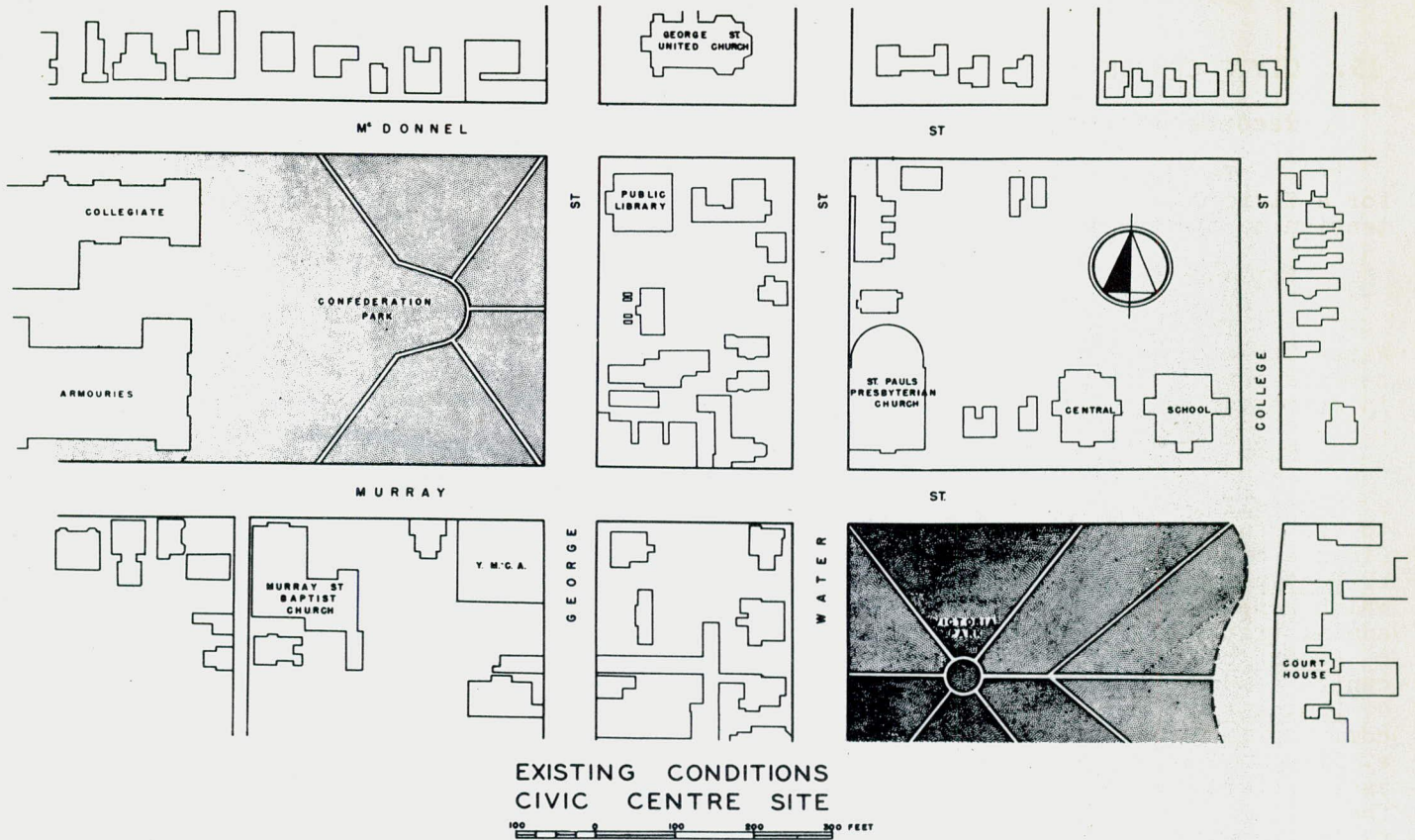
Requirements of a Site for a Civic Centre:

- a. Centrality of Location: The site should be central. Consequently, a location adjacent to the central commercial area, which is the focus of retail business, commerce, and finance of the city, is desirable.
- b. Vehicular Access: It must be readily accessible from all parts of the city. Traffic which generates in the residential areas moves towards the business area and an adjacent administrative centre would be easily reached via the principal thoroughfares.
- c. Access by Local Transit Facilities: A location adjacent to the retail and business centre assures adequate transportation facilities.
- d. Dominant Location: The administrative centre should be in such a position that it commands the attention of the largest number of citizens.
- e. Size and Shape of the Site: The site should be of sufficient area and of such a size as to provide for parking facilities, open green spaces, and any possible extension of the building for a generation to come.
- f. Environment: The site should be in an area where other public buildings already are, so as to facilitate the transaction of business.
- g. Cost of the Site: An administrative centre is a permanent feature and will serve the community for a long period of time. Therefore, it is not a question of the cheapest site which can be acquired, although the cost is one controlling factor. It is obvious that a high price may prohibit the most satisfactory arrangements.
- h. Cost of Improving the Site: The Civic Centre requires an improved environment such as landscaped and ornamented ground and paved parking facilities for cars. A site which facilitates such improvements at a reasonable cost is desirable.


























Characteristics of the Proposed Site:

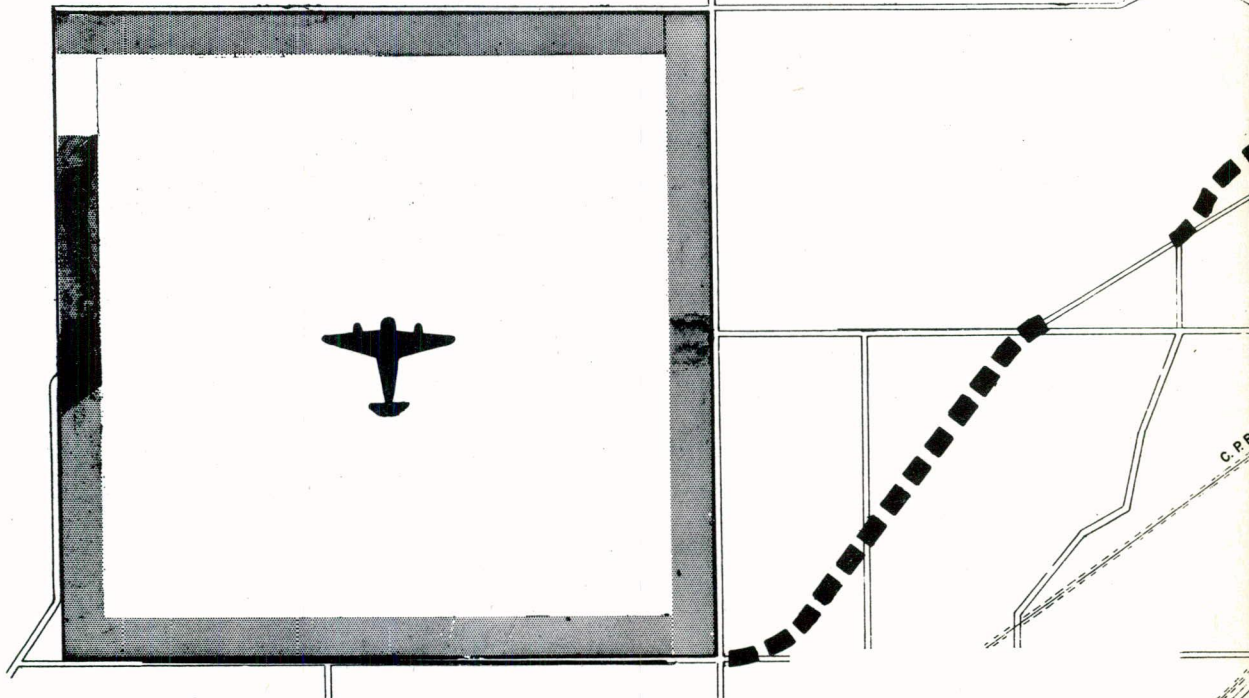
According to the requirements of the site for a Civic Centre, the most satisfactory are would be the block bounded by Brock, George, McDonnell and Water Streets. It would be close to the County Building and have the advantage of the proximity of Victoria Park and Confederation Square. It would satisfy the following requirements:

- a. Centrality of Location: The proposed location is adjacent to the business centre, 1400 feet walking distance from the George-Charlotte intersection. It does not subtract from the present business frontage.
- b. Vehicular Access: It is accessible from either George, Water or McDonnell Streets, all of which are main thoroughfares.
- c. Access by Local Transit Facilities: It is on the George Street bus route and three short blocks from the point where all the buses meet.
- d. Dominant Location: The site is on a major street facing a park and surrounded by streets.
- e. Size and Shape of the Site: The block, exclusive of the present library, contains 75,750 square feet. It is large enough to provide parking space, green areas, and the extension of the building.
- f. Environment: Victoria Park, Confederation Square, and the green space on the chosen site will provide a setting in which individual buildings will have the advantage of scenic features. Other public buildings in the area are the County Court House, the Armouries, the Collegiate, and Central School. Three churches and the Y.M.C.A. round of the character of the area as one given over to institutions of a public nature.
- g. Cost of the Site: The assess value of the site is \$63,200. or \$0.83 per square foot. Its assessment is the lowest of the sites which were investigated. The sale of the site of the present city hall would more than offset the effective cost.
- h. Cost of Improving the Site: Because of the topographical conditions of the site, the cost of improvement and ornamentation would be moderate.

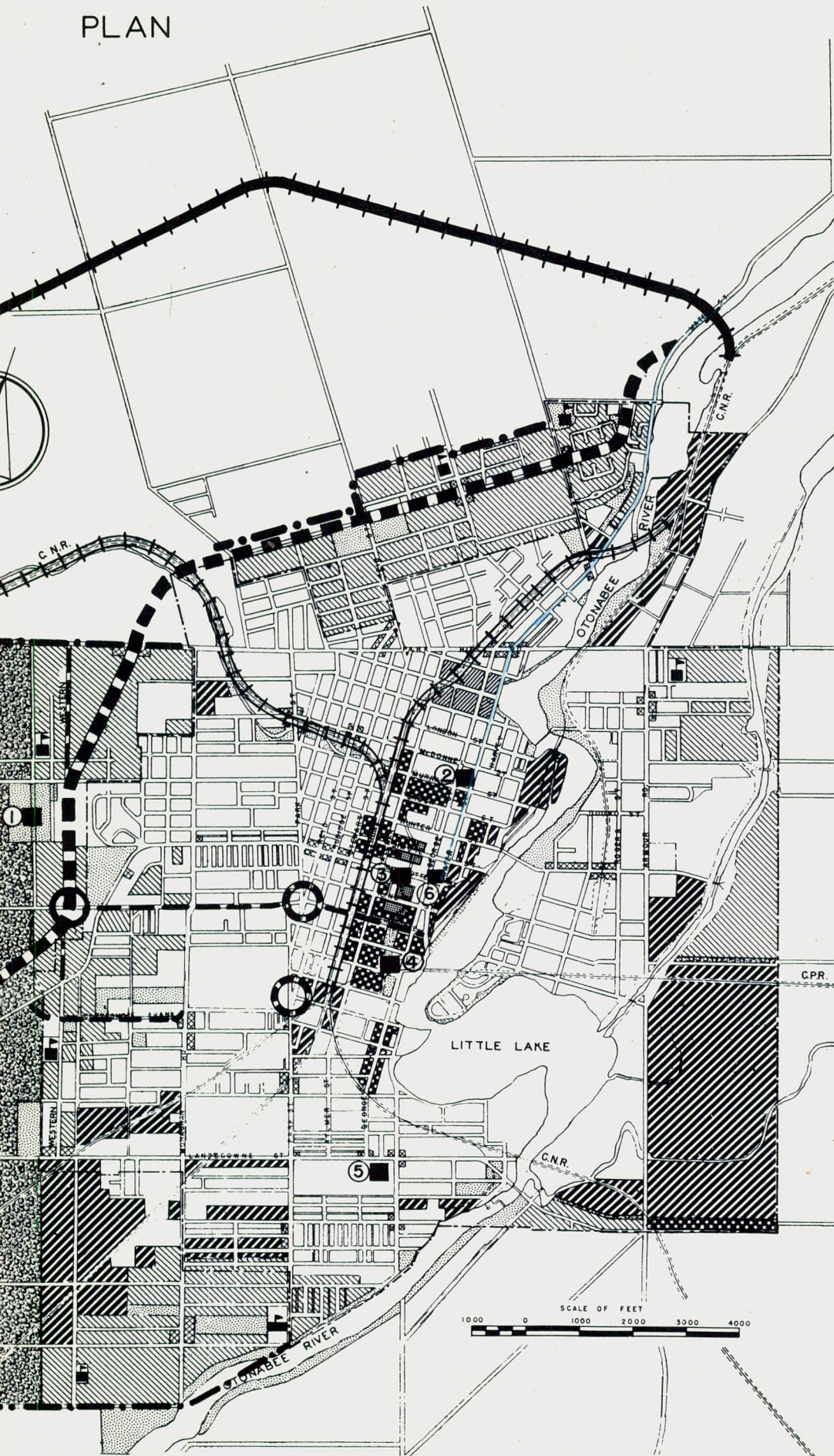


LEGEND

-  PROPOSED RESIDENTIAL AREA
-  PROPOSED REDEVELOPMENT AREA
-  PROPOSED SCHOOL SITE
-  PROPOSED COLLEGIATE SITE
-  PROPOSED CENTRAL COMMERCIAL AREA
-  PROPOSED BUSINESS BUILDING SITE
-  PROPOSED NEIGHBOURHOOD SHOPPING CENTRE
-  PROPOSED INDUSTRIAL AREA
-  PROPOSED PARK AREA
-  PROPOSED GREEN BELT
-  PROPOSED HOSPITAL SITE
-  PROPOSED CIVIC CENTRE SITE
-  PROPOSED FEDERAL BUILDING SITE
-  PROPOSED MEMORIAL BUILDING SITE
-  PROPOSED UNION STATION
-  PROPOSED C.N.R. RIGHT-OF-WAY
-  RAILWAY TO BE ABANDONED
-  PROPOSED CENTRAL PARKING AREA
-  PROPOSED BY-PASS HIGHWAY
-  PROPOSED STREET IMPROVEMENT
-  PROPOSED TRAFFIC CIRCLE
-  PROPOSED TRAFFIC JOG IMPROVEMENT
-  PROPOSED AIRPORT
-  PROPOSED CITY LIMITS EXTENSION
-  EXISTING CITY LIMITS



PLAN



V IMPLEMENTATION OF THE OFFICIAL PLAN

1) Establishment of Planning Areas:

The Council shall request the Minister of Planning and Development to define and name the Planning Area (a) for local purposes and (b) covering parts of the adjacent municipalities. (The Planning Act, 1946. Section 2, subsections 1,2,3)

2) Appointment of Planning Boards:

(a) When the Planning Area is defined for local purposes, the Council should appoint the Subsidiary Planning Board of 9 members. (The Planning Act, 1946. Sections 3, 4, subsection 2)

(b) When the Planning Area covering the adjacent municipalities is also defined, the Council should appoint a Planning Board of 9 members of which 5 are citizens of Peterborough and 4 representing the adjacent municipalities. (Subject to the approval of the Minister) (The Planning Act, 1946 Section 3,4)

3) Urban Development Area:

The Council should, by by-law, designate the total undeveloped land in the city as an urban development area. (The Planning Act, 1946, Section 23)

4) Adoption of the Plan:

The Council should adopt the Official Plan. (The Planning Act, 1946. Section 8, subsections 1,2)

5) Plan to be Submitted to the Minister:

Upon adoption, the Plan shall be submitted by the Council to the Minister for approval. (The Planning Act, 1946. Section 9,10)

6) Committee of Adjustment:

When the Plan is adopted by the Council by by-law and approved by the Minister, the Planning Board should constitute itself as a Committee of Adjustment. (The Planning Act, 1946. Section 14)

7) Establishment of a Planning Department:

A Planning Department should be set up within the City Administration to be of daily service to the Mayor, the Council, all departments of the city and to the public in all matters of planning and zoning. It should be closely allied with the Planning Board, and should keep all data pertinent to the various features of planning up to date in order that new ideas may be added when required in the interest and progress of the city.

8) Designation of City Owned Property:

The Council should set aside city owned properties for the purposes indicated in the Master Plan Report.

9) Acquisition of Land:

(a) The Council should carry out from year to year the land acquisition program of the Official Plan as the yearly budget can afford it according to the priority program to be submitted by the Planning Board.

(b) The Council should submit to the citizens in 6 years' periods, those items which require long term financing.

10) The Council should adopt the Zoning By-law (The Municipal Act, Chapter 266, Section 406)

11) Public Works Program:

(a) The Council should carry out from year to year a public works program according to the priority list to be submitted by the Planning Board, being within the range of the yearly budget.

(b) The Council should submit for the approval of the citizens, those items that require long term financing or capital investment.

(c) Apply to the Minister of Highways for approval of and contribution to highway projects.

(d) Submit to the Minister of Highways an expenditure by-law appropriating monies required to cover expenditure on roads and streets in each calendar year.

(e) Apply to the Board of Transport Commissioners for the approval of railway

V IMPLEMENTATION OF THE OFFICIAL PLAN

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and grade separation projects.

(f) Apply to the Minister of Reconstruction for financial assistance for grade separation projects.

(g) Apply to the respective railway companies for approval of and contribution to railway and grade separation projects.

(h) Establish a Housing Commission and apply to the Central Mortgage and Housing Corporation for grants for redevelopment of blighted areas under the National Housing Act.

(i) Appoint a Cultural Centre Commission for the implementation of the Civic Centre project concerning Auditorium and Art Gallery.

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